

RESERVIST

Official Publication of the United States Coast Guard Reserve

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CHANGING OF THE GUARD



Master Chief Eric Johnson retires;
Master Chief George Williamson becomes the new
Master Chief Petty Officer of the Coast Guard Reserve

Volume LXV ≈ Issue 2 • 2018

ALWAYS WEAR A LIFE JACKET.

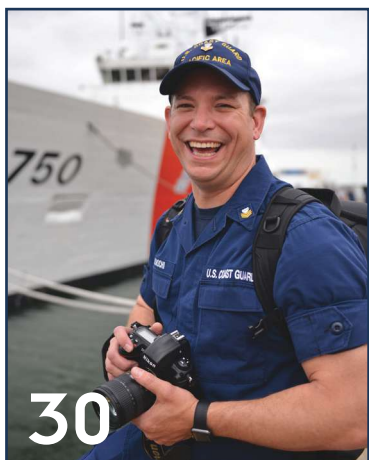
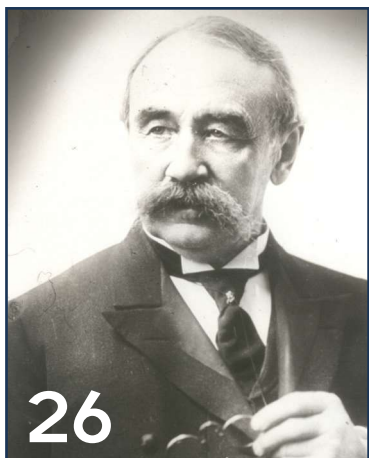
BRING A RADIO.

CHECK THE WEATHER.



BE SAFE.
BE SEEN.





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On the Covers



Adm. Paul Zukunft presides over the Master Chief Petty Officer of the Coast Guard Reserve change of watch.

Photo by Petty Officer 1st Class Patrick Kelley



Coast Guard reservists aboard a 45-foot Response Boat-Medium practice boat towing operations in Jacksonville, Florida.

Photo by Petty Officer 2nd Class Anthony L. Soto



RESERVIST

Celebrating Our 65th Year!

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FROM THE EDITOR

Another transfer season is upon us! Without a doubt, one of our biggest losses is Master Chief Johnson, the outgoing Master Chief Petty Officer of the Coast Guard Reserve, and a fellow motorcycle rider! You might not know his face well, even though you're likely affected by his efforts to shape policy. It was rare to see a picture of him in the magazine during his tenure, and that's the way he liked it. Master Chief found a way to make sure others were always recognized before himself—a true chief's chief. I'll miss having such a great sounding board nearby, but looking forward to good things from the new MCPO-CGR, Master Chief Williamson.

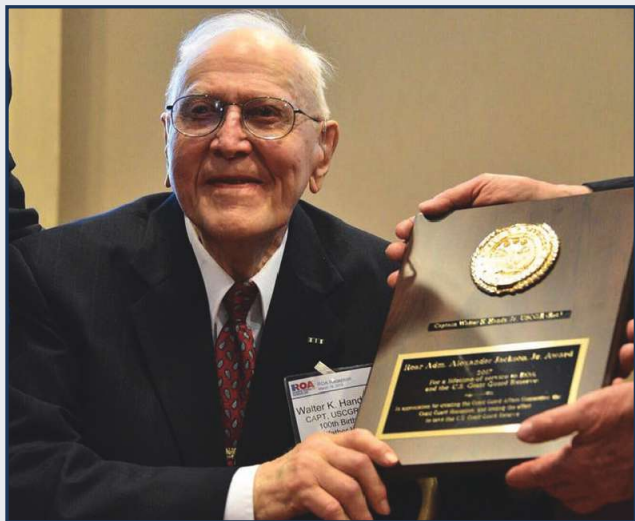
As I tell the Reserve story, I keep meeting the best people. Thanks first to Senior Chief James Krise of Station St. Inigoes and his crew for showing me around last month. Those are some talented professionals with great stories, both in uniform and in their civilian lives.

I'm especially indebted to CWO2 Michael Cash who spent hours explaining the new firearms training program (page 18) to me in detail. I love seeing someone who's passionate about their craft nail a project down so well.

Next, Chief Donald Wiggins of the Naval Engineering Support Team in Fort Macon stood out as another person passionate about his work. His command views him as a whiz at Coast Guard mechanical systems, and he loves his job as the primary mechanic for one Army unit's worth of boats and firetrucks. He happened to send me a very proud photo of his engineers at a rare Honda engine class, which couldn't have happened without his initiative and some help from his RFRS staff. Great story, see page 34.

And last, on page 35, it was wonderful to witness Adm. Zukunft introduce Capt. Walter Handy at the event in March where the captain received a lifetime achievement award from the Reserve Officers Association. He met the officers in the positions he helped create and defend. I've never seen him smile so often, and as I watched him shake hands with one person after another, it was one of those satisfying life moments when everything just clicks.

Anastasia Devlin
Editor-in-Chief



FROM OUR READERS

Moonlighting reservist

I read with great interest the story of BM2 Costescu and her saga of completing the coxswain qualification. Congratulations are certainly in order. However...

This cannot be used, as may be done by some commands, as a benchmark of what is expected by every BM2 trying to get qualified and advance (and in some situations not be forced out due to HYT). Her circumstances were exceptional and she made choices that cannot be made by other reservists. As it stands now, it is nearly impossible to complete the coxswain process within the bounds of our 48 drills and 12 ADT days, which is actually even less due to all hands and other tasks that take us off the water. In the real world, we deal with boats that are down for maintenance, active duty missions that take priority and the unreliability of reserve coxswains being present at every drill weekend. In the big picture, development of our civilian careers must take precedent over the Coast Guard because that is where the vast majority of our lifetime income and potential lies. Serving our nation is very honorable, but honor doesn't put food on the table or keep the lights on.

Petty Officer 1st Class Robert Artac, USCGR
Sector San Diego

Dear Petty Officer Artac:

As a person who, we note, is extremely close to getting a coxswain pin, we appreciate how seriously you took BM2's story. You're right: that was an anomaly, highlighting her dedication. She trained over many years at multiple units and STILL couldn't seal the deal... until she gave up her nights and weekends, too. Is that what we're asking reservists to do?

Depends. We know that in the real world, reservists spend time on things other than training — things out of our control: weather delays, broken/occupied platforms, changes of command, online training and personnel inspections. The RTPOs (reserve training petty officers) and their skill in managing each reservist's 48+12 are the make-or-break links in the CGR system.

The folks in the Office of Boat Forces (CG-731) write: "Your point is well made, and we agree: it is not possible to complete the coxswain qualification process in one cycle of 48 drills and 12 days of ADT. Commands should not have this expectation of drilling reservists. It's possible to reduce the number of 48/12 cycles required by providing additional paid training time [ATPs]."

In FY18, we collaborated with CG-131 (Office of Reserve Affairs) to provide ATPs to members who were close to earning their coxswain insignia. If the return on investment is as good as we think it will be, some additional training time may be available annually.

We commend you on your initiative to take on additional responsibility—as an MK1, you're not only proficient in the MK rating, you're using your years of experience as a boatcrew member to achieve a higher level of qualification. The Reserve needs members like you, and we can see you as a future SERA or silver badge. Bravo Zulu."

Cover Photo

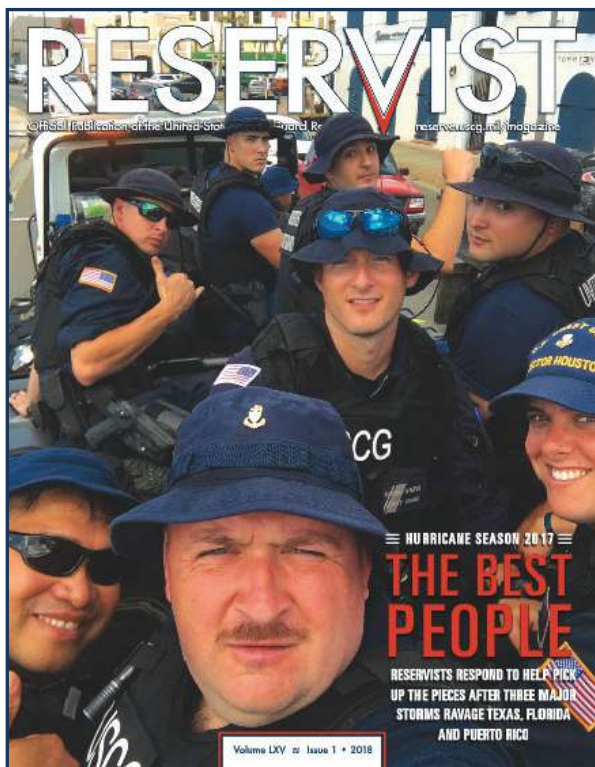
I am writing to inquire if the uniform policy for the boonie hat now allows metal insignia. I am the member who put in the memo for the boonie hat to be an optional uniform item, which was approved by the board. I am very glad to see it being used on the cover of Reservist Magazine.

However, the member, who is wearing metal insignia on his boonie hat, is in contradiction to COMDTINST M1020.61 5.D.18. Does the Coast Guard now allow metal insignia in lieu of the sew-on type? Now that it appears on the cover of your magazine, I am certain that members will be placing metal insignia on their boonie hats.

Lt. Timothy Kroll, USCG
Pacific Area (PAC-37)
Operations Forces

Thanks for the note, LT.

You are correct: the insignia on the boonie hat should be sewn on. We got many letters about the sunglasses and insignia being out of regs, as well as the fact that their uniforms are not as clean and polished as a reservist's uniform should be. So while I'm answering your letter, I'm really answering a lot of people's letters here.



This is far from a perfect photo, and I knew that when I chose it for the front cover.

Chief Petty Officer Bazzrea and his crew pulled a lot of long hours, working at a lot of units in a hot environment without power, running water, air conditioning or days off. While not an excuse for the condition of their uniforms, it did temper my evaluation of the photo. Their boots might not have been shined, and their uniforms were probably covered with sweat and dirt, but they completed their missions, day after day. In fact, they continually asked their command what more they could do to help the victims of the storms (as per the story on page 29 of Issue 1, 2018).

This imperfect cover photo represents a lot of hardworking performers who took a moment to smile despite a backbreaking operational schedule.

This isn't a recruiting photo, and RESERVIST magazine is not the uniform manual; it's a magazine about the Coast Guard reservists who serve their

country. We try hard to represent the Coast Guard well, and we at the Reservist feel that the Coast Guard couldn't be represented better than by this chief and his crew.

That being said, yes, sewn insignia, no mirrored lenses, etc. (And, by the way, thanks for adding such a great operational uniform item, LT! We've seen it in countless pictures.)

Using terms Reserve, reserve, and reservist

The use of the terms “**reserve**” and “**reservist**” seem to cause considerable confusion.

“**Reserve**” (note upper case) refers to one of the seven Reserve components — Army, Navy, Air Force, Marine Corps, Coast Guard, National Guard and Air National Guard.

A “**reservist**” (note lower case) is a person who is a member of one of those components.

If you say, “Three reservists are drilling this weekend,” you should expect to see three people show up.

If you say, “Three Reserves are drilling this weekend,” then you should anticipate hosting a rather large crowd, possibly, numbering in the hundreds of thousands.



If you use the term, “**the Coast Guard Reserve**” or simply, “**the Reserve**,” the word is being used as the name of an organization and should be capitalized as a proper noun.

In uses such as, “**both active duty and reserve personnel were present**,” the word is a common noun and need not be capitalized. With rare exception, “reservist” is almost always a common noun and would not be capitalized.

Note: This article was reprinted and adapted from the original article from 1994 (and 2008) was written by Capt. Roger Pike who served as a Reserve Program Administrator before retiring in 1991; he and his wife reside in North Carolina.

UP FRONT



A Historic Moment

All seven Master Chief Petty Officers of the Coast Guard Reserve gathered during the change of watch for the position, held May 16 at the Army Navy Country Club in Arlington, Va. Pictured in order from the current MCPO-CGR to the first, they are Master Chief Petty Officer of the Coast Guard Reserve George Williamson, Eric Johnson, Mark Allen, Jeff Smith, George Ingraham, Bill Phillips, and Forrest W. Croom.

Photo by Petty Officer 1st Class Emaia Rise





**Rear Adm.
James M. Kelly**

**Chair,
Coast Guard Reserve Governance
Integrated Project Team (IPT)**

***"After so many years of
answering the call at
the field level, in spite
of a less-than optimally
placed and governed
Coast Guard Reserve
structure, we have the
unique opportunity to
finally get it right."***

It is a personal and professional honor to serve as our newest Reserve admiral. As one who began his Coast Guard career as a machinery technician in the mid-1970s, the privilege to serve at the flag rank is immense, and one I humbly take with great determination to better our Coast Guard Reserve. I look forward to serving with all Coast Guard Reserve members in improving our lives as reservists and in improving our readiness and response capabilities to answer the call.

I was recently called to active duty in my first flag assignment to lead the Coast Guard Reserve Governance Integrated Project Team (IPT). In April 2018, the IPT was directed by the Vice Commandant and soon after chartered by DCO and DCMS. The IPT will evaluate the organization, policies, and governance of the Reserve Component to ensure the effective and efficient implementation of resources for mission accomplishment. Specifically, the charter owners directed the IPT to develop roles and responsibilities for a future Coast Guard Reserve Component or contingency forces office within our headquarters to be potentially led by the Director of the Coast Guard Reserve.

The Streamlining U. S. Coast Guard Organization Study Team of 1994 resulted in the integration of field-level active duty and Reserve operations. Reservists would then after be assigned to active duty units with sufficient personnel to train and certify our members, all of which created a more efficient, operationally-oriented Reserve workforce. While field-level integration has progressed over the past 25 years, Reserve Component governance integration at the headquarters level has not achieved the same level of success. What a more fitting way to recognize the silver jubilee of streamlining with getting Reserve Component governance properly aligned and placed in our headquarters.

Yes, the time is right.

The IPT will solicit subject matter expertise from our senior enlisted leaders, operational commands, and from policy offices whose activities support the four prioritized mobilization scenarios our Coast Guard reservists support, as approved by the Commandant: 1) Defense Operations; 2) Ports, Waterways, and Coastal Security; 3) Incident Management and Response; and 4) Mission Support of deployed forces. The IPT will additionally review previous studies and position papers, as well as the governance construct and management of our Department of Defense Reserve counterparts. (All agree there are plenty of studies to glean information, and no additional ones are needed.)

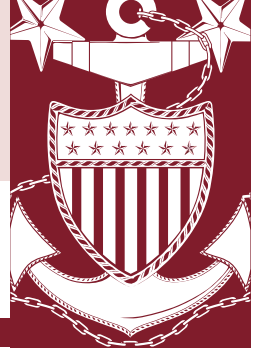
The IPT report and recommended courses of action will be submitted to the charter owners, DCO and DCMS, by October 2018. After so many years of answering the call at the field level, in spite of a less-than optimally placed and governed Coast Guard Reserve structure, we have the unique opportunity to finally get it right.

As I might not have the venue to address all our Reserve members for a period, I'll use this occasion to share some leadership and career thoughts. Since selected to flag officer, many have inquired and here are a few...

- 1) First, and always first, take care of your people.**
- 2) Act with urgency.**
- 3) Be decisive.**
- 4) "No" is sometimes the answer.**
- 5) Spend most of your time beyond your comfort.**
- 6) Surround yourself with positive influences.**

It was my pleasure to introduce myself, explain the seminal work embarked upon by the Coast Guard Reserve Component Integrated Project Team, and share some thoughts on my tenants of leadership and career growth. I look forward to serving at your side, and please know you have an ardent advocate in the senior levels of the Coast Guard.

Semper Paratus.



I'm humbled and honored to be selected to serve as your seventh Master Chief Petty Officer of the Coast Guard Reserve (MCPO-CGR). I want to thank Adm. Paul F. Zukunft, Master Chief Petty Officer Steve Cantrell and their leadership teams for advancing our great Coast Guard during their watch. Additionally, I want to thank Master Chief Eric Johnson for his leadership and stewardship of the Coast Guard Reserve. Master Chief Johnson, in particular, has made remarkable progress in the development of strong senior enlisted Reserve leaders, and I am committed to building on his successes.

My position is uniquely situated to serve the commandant as a Reserve workforce expert, a trusted channel for workforce feedback and an advocate for positive change. The MCPO-CGR is a central node in the network of programs, offices and senior leadership positions that together determine the use and design of the Reserve Component. I have direct access to all Reserve leaders, both at the program level and in the field, including the senior reserve officer, RPA and gold badge networks. My goal is to leverage this network to bring concerns from the field directly to senior leadership and connect your important work with the commandant's strategic priorities. I am confident my experiences over the last decade as a Gold Badge Command Master Chief will allow the deckplate view to be part of the strategic dialogue for the direction of our Reserve Component.

Unity of effort and complete alignment between the MCPOCG and the MCPO-CGR is critical. Together, along with other Active and Reserve senior leadership team members, we will serve the needs of our Coast Guard and our people. As I begin this position, my immediate focus areas are:

Total Force Requirements

After severe reductions in funding and billets between 2012 and 2015, the Reserve Component is poised for the greatest transformation since integration occurred in 1994. We must employ strategic planning measures to wisely invest resources to rebuild our Reserve.

Reasonable Commuting Distance

We must continue to minimize travel burden and maximize return on investment in local communities. We must structure our Reserve workforce to align individual's skill sets to geographic regions where we can train, recruit and maintain them. By returning to a model where reservists live and serve locally, the service will save money and likely increase retention rates.

Increase Agility through Policy

The primary system to manage the Reserve Component routinely mirrors the structure of the Active Component. We must break away from cultural paradigms that limit our ability to most effectively manage the workforce.

Build Leaders

I'm committed to building a corps of senior enlisted leaders who understand strategic goals, are knowledgeable of Reserve policy, and are able to leverage their networks to influence positive change. This includes Reserve-specific mentoring opportunities to develop the strategic thinkers and agents of change the Coast Guard Reserve Component needs.

Effecting thoughtful and worthwhile change takes time. Guided by our core values, we will continue to hone a Reserve Component that remains Semper Paratus for today's challenges, relevant for tomorrow's threats and responsive to the needs of our nation.

Semper Paratus.



**Master Chief Petty Officer
George M. Williamson, Jr.**

**Master Chief Petty Officer
of the Coast Guard Reserve**

"Unity of effort and complete alignment between the MCPOCG and MCPO-CGR is critical. Together, along with other Active and Reserve senior leadership team members, we will serve the needs of our Coast Guard and our people."



Steven Cantrell retires; Jason M. Vanderhaden becomes 13th Master Chief Petty of the Coast Guard



Commandant Adm. Paul Zukunft poses with Master Chief Petty Officer Steven Cantrell and Master Chief Petty Officer of the Coast Guard Jason Vanderhaden during the Master Chief Petty Officer of the Coast Guard change of watch May 17 at TISCOM in Alexandria, Va. Photo by Petty Officer 1st Class Patrick Kelley

The Master Chief Petty Officers of the Coast Guard

- | | | |
|---|---|--|
| 1 MCPO Charles Calhoun
1969–1973 | 5 MCPO Allen Thiele
1986–1990 | 9 MCPO Frank A. Welch
2002–2006 |
| 2 MCPO Philip F. Smith
1973–1977 | 6 MCPO R. Jay Lloyd
1990–1994 | 10 MCPO Charles W. Bowen
2006–2010 |
| 3 MCPO Hollis B. Stephens
1977–1981 | 7 MCPO Eric A. Trent
1994–1998 | 11 MCPO Michael P. Leavitt
2010–2014 |
| 4 MCPO Carl W. Constantine
1981–1986 | 8 MCPO Vincent W. Patton III
1998–2002 | 12 MCPO Steven W. Cantrell
2014–2018 |
| | | 13 MCPO Jason M. Vanderhaden
2018–present |



U.S. Coast Guard Reserve Rear Adm. Francis "Stash" Pelkowski, salutes fellow members of the Coast Guard as he departs his retirement ceremony held in West Islip, N.Y., May 19, 2018. In his latest leadership role, Pelkowski facilitated the operational readiness of 7,000 reservists to be prepared to respond to emergencies, domestically and abroad.
Photo by Petty Officer 3rd Class Michael White

Rear Admiral Stash Pelkowski retires after 38 years of service

The Coast Guard held a retirement ceremony for Rear Adm. Francis "Stash" Pelkowski May 19 at the West Islip Fire Station in West Islip, N.Y.

The ceremony honored Pelkowski's 38-years of dedicated and distinguished service to the Coast Guard.

Pelkowski's retirement was presided over by the Coast Guard's 25th commandant, Adm. Paul F. Zukunft, .

In his latest leadership role, Pelkowski served as the Deputy Commandant for Operations, Senior Reserve Officer (SRO). Pelkowski facilitated the operational readiness of 7,000 reservists to be prepared to respond to emergencies, domestically and abroad.

Prior to that, he served as the Atlantic Area SRO and currently sits on the Coast Guard Academy Board of Trustees. He also served as a member of the Department of Defense Reserve Forces Policy Board, an independent advisory board that recommends Reserve Component strategies, policies, and efficiencies to the Secretary of Defense.

Most recently, in 2017, Pelkowski helped coordinate the activation and logistics of thousands of reserve personnel in response to an extremely busy hurricane season when three powerful hurricanes hit the American mainland and Caribbean Islands.



U.S. Coast Guard Commandant Adm. Paul F. Zukunft, right, presents U.S. Coast Guard Reserve Rear Adm. Francis "Stash" Pelkowski with a citation to accompany the award of the Legion of Merit during his retirement ceremony, May 19.

Photo by Petty Officer 3rd Class Michael White

– Coast Guard news service



Coast Guard Port Security Unit 312 crews approach the USNS VADM K. R. Wheeler during Operation PACIFIC REACH EXERCISE 2017 in Pohang, Republic of Korea.

Photo by Petty Officer 1st Class Rob Simpson

Increasing value and utility Setting strategic priorities to maximize readiness

Story by Rear Adm. Scott McKinley, Director of Reserve and Military Personnel

Since 1941, the Coast Guard Reserve has served as an essential force multiplier for the Coast Guard across a wide variety of contingency operations. Representing only 1.1 percent of total Coast Guard resources, the Reserve is currently capable of providing a surge capacity of nearly 17 percent of current active duty end strength within 48 hours.

While the level of resources available to support the Reserve has fluctuated over time, the patriotism, professionalism and preparedness of our workforce has never wavered. Our strength comes from our amazingly talented and selfless people who have chosen to make a career serving their country.

This strength was put to the test in 2017 as we contended with a combination of increased commitments to the Department of Defense mission in Guantanamo Bay, Cuba; the most active hurricane season in decades; and a resource environment that has left the Coast Guard Reserve at the smallest force strength since the end of the Korean War.

Despite these strains, our people performed magnificently and, once again, made clear why the Reserve is a critical element of the total Coast Guard force.

2017 Hurricane season

When Hurricane Harvey made landfall last August, it marked the first time a major hurricane made landfall in the United States since Hurricane Wilma in 2005. This resulted in the first significant Coast Guard Reserve mobilization since

the Deepwater Horizon oil spill in 2010, with over 1,300 reservists recalled to active duty.

As the Director of Reserve, I was extremely proud of how quickly and professionally our Coast Guard reservists responded to this catastrophe. This hurricane marked the first major domestic disaster since the advent of social media, which added a new wrinkle to how the Coast Guard receives and acts on requests for information and more importantly, assistance.

A successful response of this size and complexity would have been enough to satisfy anyone, but Mother Nature tested us further by sending another powerful storm, Hurricane Irma, within two weeks of Hurricane Harvey's initial landfall. We quickly activated even more reservists and braced for the potentially cataclysmic damage forecasted for Florida.

Even though the damage was not as severe as initially predicted, it was still significant and widespread. Sadly, Hurricane Maria was an extremely powerful and deadly storm. As of this writing, there are still reservists supporting recovery operations in Puerto Rico, and we anticipate the requirement will remain in place for the foreseeable future.

Increased responsibilities in Guantanamo Bay

At the same time, the Reserve was responding to a historically complex hurricane season, we were also asked to increase our commitments at Naval Station Guantanamo Bay. For the past few years, we've had one port security unit

continuously deployed to GTMO to provide waterside security at the detention facility located at the base. Over the past year, the Coast Guard has assumed increased responsibility for shore side security as well.

Support of this enhanced mission requirement was no small feat as it represented a significant departure from the mission set we have become accustomed to supporting. Through some extremely hard work, we were able to build the force required to sustain this requirement into the future.

Even with these many different competing requirements, the Reserve was able to quickly and completely provide all required resources. While this is great news, I can't help but wonder: is this because of the systems we have in place or in spite of them?

Is success enough?

The current resource environment has led us to make some very difficult choices over the past five years. We have had to sacrifice end strength and discretionary expenses to retain as much of our core strength and capability as possible. As a result, our Reserve force can no longer serve as an "All Threats, All Hazards" workforce.

In February of last year, we released our very first Reserve Mission and Vision statements in order to put a distinct point on how we should prioritize our time and resources. I want to ensure that senior leadership understands the training needs in order to prioritize our limited resources.

We are also working diligently to integrate the Reserve Component Force Planning System with the emerging Force Planning Construct that will take a holistic view of the personnel requirements necessary to execute daily steady-state missions and meet contingency requirements into the future. This will require the operational and support program managers at Coast Guard Headquarters to take ownership of full-scope personnel requirements in order to better manage operational risk.

Strategic priorities

In light of our current budgetary and personnel situation, we must take stock of where we are, understand how we got here and set strategic priorities to guide us into the future. To this end, we will focus our attention over the next few years on "Getting the Organization Right," "Getting the Force Right" and "Building Leadership for the Reserve."

Getting the organization right

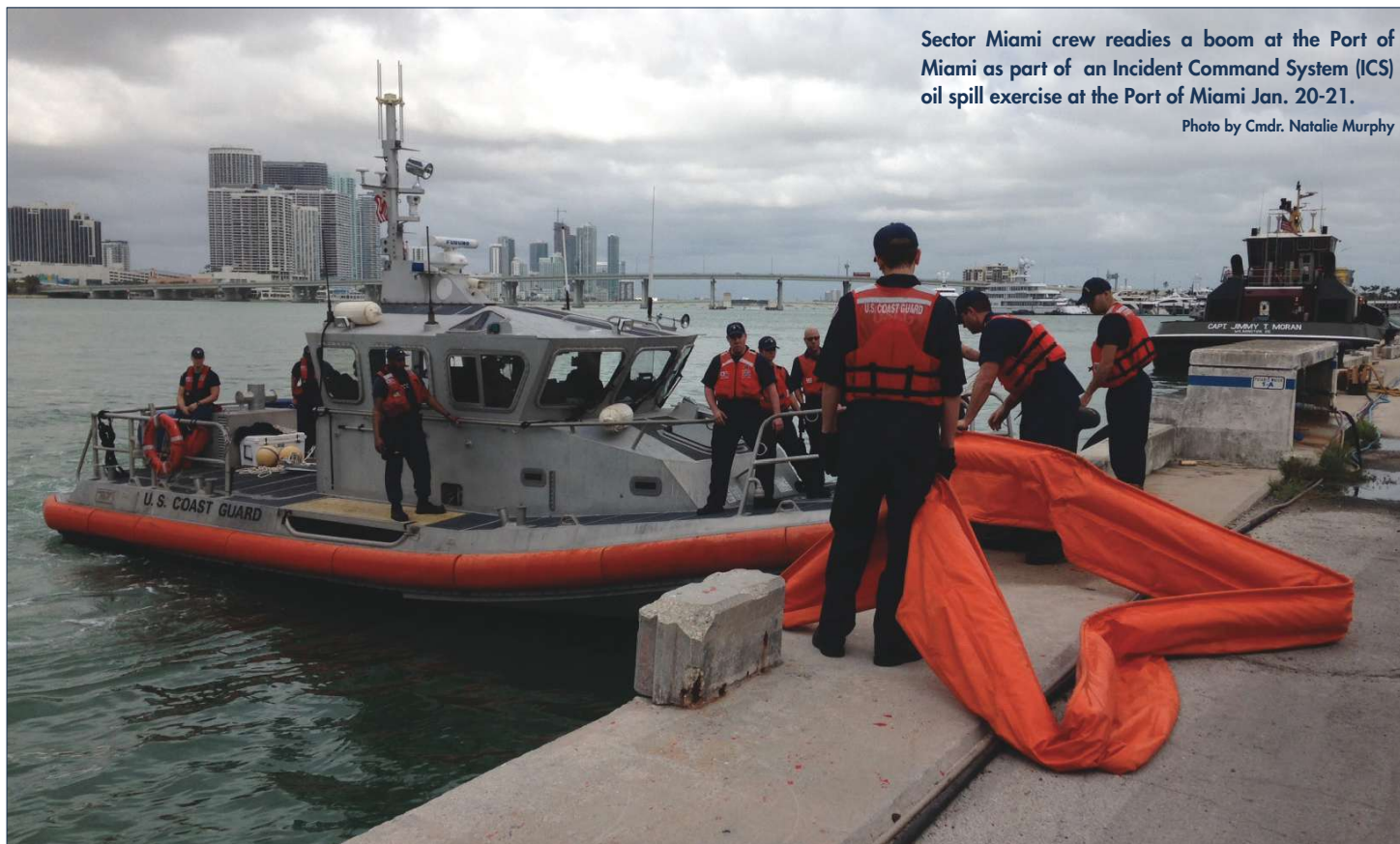
Integration of Active and Reserve Component operations has been extremely valuable to the Coast Guard since the mid-1990's. Integration reduced organizational overhead and placed responsibility for the development and readiness for all Coast Guard personnel squarely on the shoulders of field commanders.

That said, integration did not go far enough, leaving a disjointed administrative and resource environment, which does not effectively tie Area contingency response requirements with the ability of Headquarters capability managers to provide the right workforce with the right training at the right time.

The Office of Reserve Affairs will work closely with their partners in the Deputy Commandant for Operations (DCO) and the Deputy Commandant for Mission Support (DCMS) to improve alignment and drive synergies in this area through the creation of a Reserve Resource Council. This will bring greater transparency on the impact of DCMS resource decisions to DCO programs than ever before.

Getting the force right

Efforts to establish clearer mobilization and force requirements for the Reserve will continue to evolve, providing a better sense of the skills required within the Reserve. We will take this information and partner with the Areas, DCO, DCMS and the Force Readiness Command to guide geographically coherent training and recruiting strategies to restore Reserve

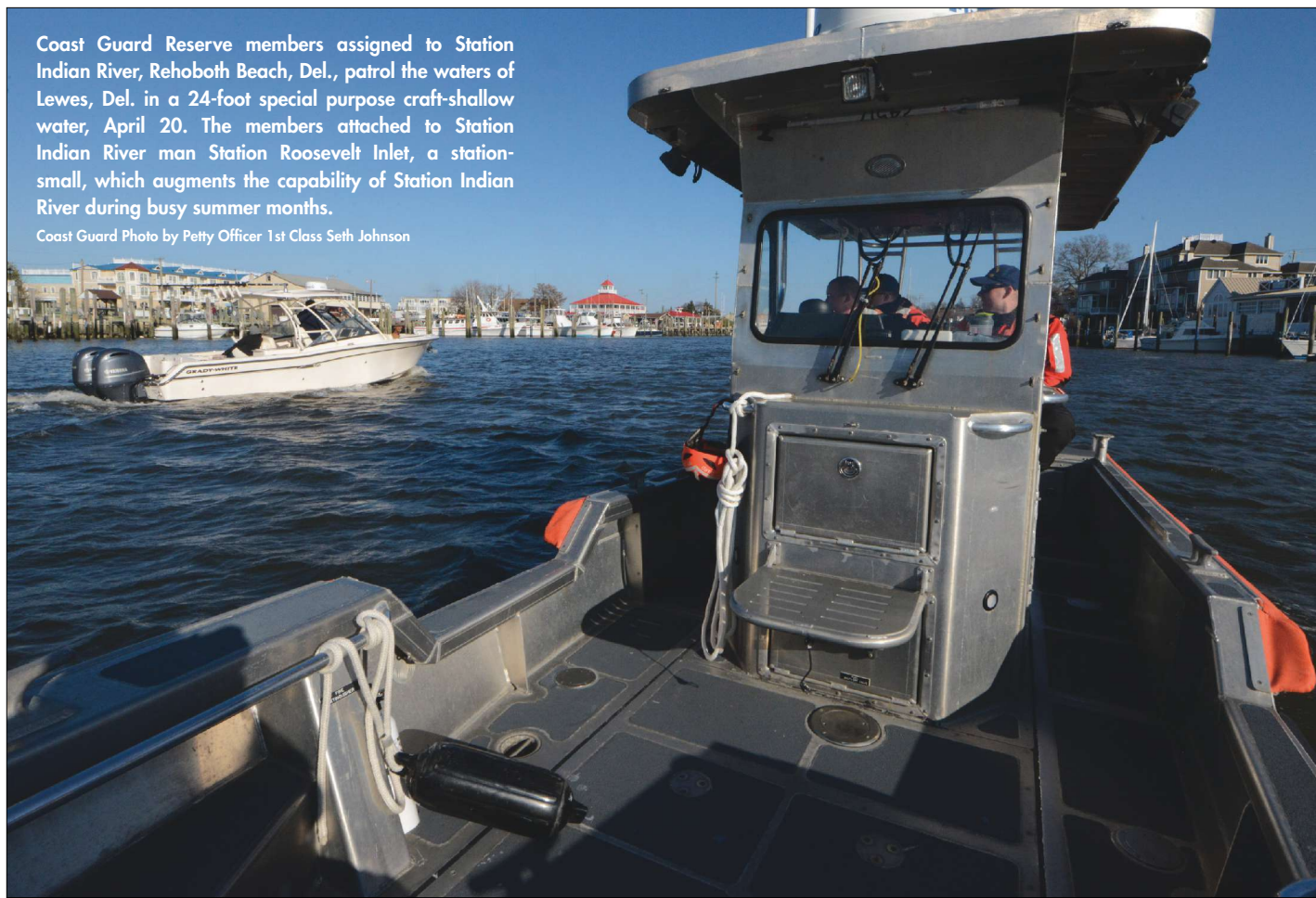


Sector Miami crew readies a boom at the Port of Miami as part of an Incident Command System (ICS) oil spill exercise at the Port of Miami Jan. 20-21.

Photo by Cmdr. Natalie Murphy

Coast Guard Reserve members assigned to Station Indian River, Rehoboth Beach, Del., patrol the waters of Lewes, Del. in a 24-foot special purpose craft-shallow water, April 20. The members attached to Station Indian River man Station Roosevelt Inlet, a station-small, which augments the capability of Station Indian River during busy summer months.

Coast Guard Photo by Petty Officer 1st Class Seth Johnson



end strength.

This may include regionalization of competencies, changes in competency requirements or adjustments in the way training is delivered. Program managers at the Headquarters level, through a Reserve Resource Council, will play an integral role in the prioritization of requirements. To do so, we must baseline the Reserve Training appropriation in order to support risk based resourcing decisions across programs.

A fresh look at Reserve funded Full-Time Support positions is part of this effort. The Reserve Force Readiness System (RFRS) was established in 2009 and has served us well, but it can be optimized for maximum proficiency. We will work with DCO and DCMS to take a holistic view of FTS requirements at all levels of the Coast Guard with the goal of increasing the number of positions providing direct support to the Reserve.

Building leadership for the Reserve

If we are truly going to be an integrated force, we must drive to higher levels of understanding of the Reserve and the challenges we face across all aspects of Coast Guard leadership. It is critically important for Coast Guard Active Component leaders to become more conversant in Reserve matters, given their organizational responsibility to define and manage training and mobilization requirements, as well as the opportunities and limitations resident within the Reserve workforce to help meet those requirements.

We cannot expect growth in Active Component understanding if we do not increase our investment in Reserve Component leadership including enhanced development of

our Reserve Program Administrator (RPA) Corps. A Job Task Analysis is currently underway which will help us fundamentally change how RPAs are assessed, trained and managed.

Most importantly, we need to look inwardly to the development of our Reserve Component leadership (officer and enlisted). We have not invested as much as we should in this area historically. As a result, we find many leaders in the Reserve lack a basic understanding of Coast Guard resource management policy and procedures; they have an incomplete understanding of the systems in place to build, evaluate and manage requirements. We will work with DCMS and FORCECOM to help increase awareness and understanding at a variety of career points to help build a stronger, more capable Reserve leadership community.

Rounding it out

It would be naïve of us to believe this vision will be easy to implement. We're faced with uncertain budgets, impending changes in Coast Guard leadership and an ever-changing global threat environment that may require a substantial change in our nation's geopolitical priorities. However, I have every confidence that we will be able to make incremental improvements to restore our Reserve.

(Editor's note: This article originally ran in its entirety in the March 15 edition of "Reserve Voice," the Reserve Officers Association bi-monthly newsletter.)

Sexual Assault Awareness Month: PSU 308 row relay highlights prevention and understanding

Instead of just posting flyers on bulletin boards for Sexual Assault Awareness Month, members of Port Security Unit 308 stepped up to the plate by participating in a rowing relay marathon to bring awareness and educate members on the impact of sexual assault on their shipmates and society in general.

For three days, members from both the enlisted ranks and officer corps tag teamed the rowing machines, accumulating more than 73 miles (117,995 meters) while viewing videos aimed at providing information about sexual assault and prevention. Not knowing how well they would do, they blew past their original goal of 26.2 miles.

"Due to our operational tempo, a unit 5K run was not feasible," said Lt. Waymando Brown, a victim's advocate for PSU 308. Brown spearheaded the event, which included a variety of videos covering bystander intervention, how to report sexual assault,



Members of Port Security Unit 308 in Kiln, Miss., row and learn for Sexual Assault Awareness Month. Participants accumulated almost 118,000 meters, or 73 miles, during the three-day event held in late April.

and the difference between restricted and unrestricted reports. Participants recorded their distances on a tally sheet keeping the competition fierce on who would power through with the

most meters. Seaman Preston Remy sailed past his shipmates accumulating over 13,000 meters on the rowers by the end of the event.

According to Lt. Cmdr. James Lovenstein, executive officer for PSU 308, sexual assault awareness is integral to the command's success. "The only way we succeed as a team is if we create an environment and culture free of sexual harassment and inappropriate behavior," said Lovenstein. "Bottom line, we owe it to our shipmates and ourselves to never allow this type of behavior to occur and when it occurs, that we take swift and decisive action."

— Story and photos by
Chief Petty Officer Susan Blake,
Eighth District

PSU308 2018 SAAPM ROW FOR AWARENESS			
ROWER NAME		METERS ROWED	
	1st row	2nd row	3rd Row
BROWN	500	4005	
CO	1,500	2,018	
XO	3,600		
WEPS	2,758		
COMMO	1568	1752	
TRAINA	1010	1009	
VEED	1222	2,200	
MAY	3002		
OPS	1050		
MEL	1089		
TINGLE	1110	5855	
FAY	1426		
SMITH	1480		
LUCKADO	1555		
GOINS	2258		
NEWTON	5532		
Headly	1914		
HILL, B.	1520		
Bartlett	2153		
BULLFROG	1501		

Rowing participants recorded their distance on a tally sheet April 22, spurring on the competition between members of PSU 308 throughout the drill weekend. The event, billed as "row for awareness," focused on educating members about sexual assault prevention while they participated in a rowing relay.

CHANGING OF THE GUARD

Master Chief Eric Johnson retires; Master Chief George Williamson becomes the new Master Chief Petty Officer of the Coast Guard Reserve



More than 150 chiefs pay their respect to Master Chief Petty Officer Eric Johnson as he and his wife Valerie depart his retirement ceremony.

Photo by Petty Officer 1st Class Patrick Kelley

Eric Johnson had been a year into his new job as a Connecticut state trooper when, one night, a fellow trooper asked if he would take over for him at a wreck.

"Can you handle this for me? I've got to drill," Johnson remembered him saying.

Even though he was a former first class petty officer with seven years of Coast Guard active duty under his belt, it was the first time he'd ever heard the word "drill."

The trooper, a reserve senior chief, thanked Johnson over a cup of coffee the next morning and shared his experience as a Coast Guard Station New London, Conn., reservist. Johnson soon found himself reenlisted, this time, in the Coast Guard Reserve.

Within a few months of signing up, Johnson was on a flight to Desert Storm with Port Security Unit 301, starting a second career in the Coast Guard and making countless friends and connections.

While most of his time on active duty was spent underway, the Reserve took Johnson to small boat stations and port security units. Back then, Johnson said, the Reserve units operated like co-located commands, evidenced by the "nameplate switch."

"The station's active duty commanding officer would take his nameplate with him as he headed out on Friday, and the reserve CO would show up with his nameplate and put it on the desk. For the weekend, he was the CO," said Johnson.

He remembered a tour as a reservist at Aids to Navigation Team Redwood (co-located with Coast Guard Cutter Redwood) in New London, a rare experience for a guy used to carrying a sidearm every day.

"It had nothing to do with guns or badges or being a cop, but it was fun," said Johnson with a smile. He spent his drill days doing electrical work and clearing brush, trading stories with other reservists.

No matter what unit he was assigned to, Johnson found quality people, and his commands found a trustworthy, willing worker in their reservist.

Back to active

After two decades of service as a state trooper, Johnson retired in 2007 and began a second active duty career with the Coast Guard. He took a job in Sector San Juan as the command silver badge for three years, then moved to Headquarters where he served first as a senior enlisted reserve detailer, and later as a program reviewer at CG-8.

When the call went out for applications to serve as the next Coast Guard Reserve Force Master Chief (the position's previous title) Johnson applied and was selected. His motivation was simple.

"I wanted to reduce or even eliminate those road blocks that made it hard for reservists to drill," said Johnson.

In his application, Johnson said the key to a strong Reserve was a strong chiefs mess. The chiefs mess is known throughout the service as a source of information, for those senior and those junior. It's the hub of operations and the lynchpin in smooth operations. Johnson said he knew that if he wanted to make things better for every reservist in the Coast Guard, the way to do it was by empowering the network of chiefs.



Master Chief Petty Officer Eric Johnson speaks with a reserve boatcrew member in Miami. Johnson met with thousands of reservists during his four-year tour as the Master Chief Petty Officer of the Coast Guard Reserve.

Photo by Petty Officer 3rd Class Jourdin M. Bego

Every month, for four years, Johnson made a personal phone call to every newly-advanced chief, senior chief and master chief, spending time talking with each individual.

"These were one-way conversations," said Johnson, who opened the door for chiefs to call on him to help get problems solved. "I wanted to hear their stories and concerns."

Making headway

In his first three months, Johnson met more than a thousand reservists, listening to their concerns. The problem he heard over and over again was the difficulties of reasonable commuting distance, or RCD.

Reservists aren't paid for their travel to and from units, and costs can add up, not to mention time away from civilian jobs and family obligations. Members wanted to stay and serve, though, and Johnson set his sights on eliminating this first major roadblock.

He worked with RPM to massage the PCS process to add more flexibility to the reserve personnel allowance list at the E-6 and above levels where there are less billets available. Under Johnson's lead, the Reserve experienced a 45 percent reduction in members occupying billets outside RCD.

Another area Johnson made changes to was increasing available senior enlisted billets, especially when he could ensure the billets were counterparts to the rating force master chiefs. (RFMC). These reserve program experts meshed with the RFMCs to help facilitate change and create understanding.

Meeting regularly with Vice Adm. Charles Michel, Johnson became a voice for the reservists to those in the highest ranks.

"It's getting harder and harder to drill," said Johnson, "but a part-time service person is an integral part of our nation's defense, more so now than any other time in history."

His legacy, though, is the major change in aligning the active duty chiefs mess with the reserve chiefs mess.

"I wanted to break the them and us mentality. I couldn't have done that without the support of the Master Chief Petty Officer of

the Coast Guard,” said Johnson. “With a strong chiefs mess, both active and reserve, we don’t have to be all things to all people. My job is to ensure our chiefs are ready to lead and able to do their job.”

A major example of this is the Chiefs Call to Initiation for the members new to the E-7 rank. Many of these ceremonies are performed with both active and reserve members participating and working together, cementing those necessary relationships.

MCPOCG + MCPO-CGR

Johnson spent much of his last three years traveling, as a pair, with active duty MCPOCG, Master Chief Steve Cantrell. The men presented a united front, answering questions at gatherings as a team, and supporting projects together – a relationship unknown previously.

“That bond that Master Chief Cantrell and I shared was iron clad,” he said.

As part of this, Johnson worked to reinstate his position in the MCPOCG’s office; an honor passed onto Master Chief Petty Officer George Williamson. The billet is now part of a three-person team working directly for the commandant: the MCPOCG, the deputy MCPOCG and the Master Chief Petty Officer – Coast Guard Reserve. The new title, MCPO-CGR, began the moment Williamson assumed the watch.

“If I had a word of wisdom to pass on to Master Chief Williamson, it would be to develop the ability to delegate,” said Johnson. “There’s only so many hours in the day. With the MCPOCG and the deputy, as well as our Reserve Atlantic and Pacific Area master chiefs, there’s an amazing amount of talent and help to call upon.”

Johnson, his wife Valerie, and their four children will remain in the D.C. area.

— *Story by RESERVIST Staff*



Master Chief Petty Officer of the Coast Guard Reserve

United States Coast Guard
Commandant (CG-00)
2703 Martin Luther King, Jr. Ave. S.E.
Washington, D.C. 20593



To the men and women of the Coast Guard Reserve,

As the calendar turned to May, I took a deep breath and said, “Wow. Am I really retiring this month?” When I reported to Cape May in April of 1980, I never imagined the road would be nearly as long and certainly not as winding as it has been.

Now, as this chapter of my life comes to an end, I can say without hesitation, joining the Coast Guard and spending the first seven years of my career on active duty was a great decision. Continuing to serve as a reservist was an even better one. This allowed me to keep my foot in the door while simultaneously building a successful civilian law enforcement career.

What makes the Coast Guard outstanding? You’ve heard it over and over: “It’s the people.” Maybe, maybe not. Or perhaps a different spin: “It’s the relationships.” There is nothing I value more than the connections I’ve made over the years. Thanks for allowing me to be a part of your Coast Guard story.

There is a certain peace in knowing the Coast Guard is in good hands. Master Chief Vanderhaden and Master Chief Williamson are seasoned leaders who will both keep your wellbeing front and center while ensuring the Coast Guard remains Semper Paratus.

Thanks to all of you for your support, friendship and encouragement.
I am indebted to you for your steadfast service.

God bless you and the families that support you.

Master Chief Eric Johnson, USCGR (ret.)



Master Chief Petty Officer Eric Johnson presents his children Jackie, Parker, Daniel and David Johnson the certificate of appreciation during retirement ceremony, May 16.

Coast Guard Photo by Petty Officer 1st Class Emaia Rise



CONFIDENCE COURSE

Petty Officer 2nd Class Cassandra Kintzley, a gunner's mate at Coast Guard Sector Boston, works at the Fort Devens firing range, in Massachusetts, to qualify Coast Guard members in weapons handling.

Photo by Petty Officer 2nd Class Cynthia Oldham.



NEW FIREARMS TRAINING COURSE SENDS QUALIFICATION RATE SOARING

STORY BY ANASTASIA DEVLIN

One of the hallmarks of the Coast Guard is its law enforcement (LE) mission, and while there's great pride in the service's LE history, one of its main programs needed a dramatic overhaul.

"We've always put emphasis on physical tactics and use of force," said Petty Officer 1st Class Vinnie Sinacola, a reservist at Coast Guard Station Belle Isle in Detroit, "but when it came to the weapons qualifications and marksmanship, the training wasn't there."

Sinacola was active duty for almost ten years before joining the Reserve six months ago. As a senior coxswain and six-year boarding officer, he'd spent many days qualifying at the range, but practice opportunities were limited. He remembered watching the firearms instructors (FAI) marking the targets.

"It wasn't a matter of getting enough 4s and 5s," said Sinacola speaking about the old system of grading a target of concentric circles. "It was that we weren't getting enough rounds on [target] at all. It was anticipating, jerking the trigger."

He said the only way Coast Guardsmen could get practice was to take their personal weapons to a range on their own time.

What the Coast Guard was really missing was training, said Mike Rose, a retired Coast Guard chief petty officer with almost a dozen units' worth of LE experience. In Rose's twilight tour, a six-year stint at the Federal Law Enforcement Training Center (FLETC), he began noting best practices by three-letter federal agencies and military branches.

"None of this is my invention," said Rose. "We knew the system was broken based on the statistics."

More than half of all Coast Guardsmen shooting the basic pistol course (PPC) were failing to qualify – a waste of thousands of dollars of ammunition. The negligent discharge (unintended shots fired, usually in a clearing barrel) rate was more than 20 per year. The evaluation of use of force was based on a predictable program decades old. The Coast Guard needed change in a big way.

Rose's ideas began to gather steam in the form of a strategic needs assessment (SNA) chartered by the Operational Human Performance Advisory Council. The SNA identified 21 interventions needed to correct gaps in policy, procedures and training across the service.

Chief Warrant Officer 2 Todd Cash, the weapons program manager for the Coast Guard's Office of Capabilities (CG-7), helped assemble a team to nail down a solution. Lt. Cmdr. Andy Greenwood of the Coast Guard's Force Readiness Command (FORCECOM) and Chief Warrant Officer 3 Phillip Campanella, chief of training for weapons schools at Training Center Yorktown, Va., joined the team to cover all the bases.

WE TRAIN FOR EVERYTHING

Once service members left boot camp, they had limited weapons training. At the range, small arms instructors would give a quick rundown of what to expect during the course of fire, and from that moment, the very first shot to hit the target was graded.

"You're not going to give a coxswain a 45-minute safety lecture and then tell him to go out and drive a boat," said Cash, "but that's essentially what we were doing with guns."

Rose had seen how the FLETC instructors (who all came from different LE backgrounds) spent time on the range, breaking down something as small as "why does your grip matter?" The instructors would demonstrate and dissect techniques, building understanding until the students could

apply those same principles, adjust their accuracy and raise their scores. Rose knew the Coast Guard needed something similar.

"FAIs weren't taught to be instructors, they were taught to run a range, which is one of the problems we found," said Rose. "When it came to diagnosing troubled shooters, that part of the manual was blank."

The team spent more than a year working to restructure the process to include training and a more dynamic course of fire. They tested it at Training Center Cape May on recruits, and last January, phases I – III of the Firearms Training and Evaluation – Pistol (FT&E-P) course permanently replaced the basic and practical pistol courses (BPC and PPC). The new course includes four hours of pistol techniques in a classroom, and then moves to the range where a "crawl, walk, run" method exposes the shooters to 200 rounds of practical application. Only the last 50 shots are marked, and with the new system.

During the one-year testing phase, qualification rates shot up to 93 percent, much to the delight FAIs around the country. First-timers were qualifying, and units made fewer repeat trips to the range.

"I wasn't a great shot when I came in, because I didn't have a lot of time or practice," said Petty Officer 1st Class Kyle Galbreath, a reserve BTM at Belle Isle, "but with the new course, the people who don't get to shoot a lot are getting more time and more instruction. I've seen vast improvement in people's scores — the more you practice, the more you progress."

Galbreath is a Border Patrol agent in his civilian job who's carried a sidearm daily for the last nine years. He's become very comfortable shooting handguns, but he said the FT&E-P is good for those service members who don't have that everyday exposure to firearms.

Chief Petty Officer Tim Lieb, FAI for Port Security Unit 309 in Port Clinton, Ohio, is a police officer with the city of Cleveland, and he carries a sidearm daily. He attended the "train the trainer" course where he learned teaching techniques and the new course of fire. Lieb said last year only two of the 120-member PSU didn't pass the new course – a huge difference in the qualification rates in the past.

He credited his unit's high rate of qualification to the trainers being better prepared to teach, as well as the student's ability to learn and practice before being tested.

Sinacola agreed, citing the fact that not a single person at Station Belle Isle failed to pass the course. "Now [members are] getting time to be comfortable. The people who couldn't qualify before, they're qualifying now."

DOUBLE TIME

While the program has been successful, there have been concerns that it requires a lot of range time for reservists, who already have a challenge to keeping up currency cycles (boat hours). The course consumes almost two days' worth of drills twice a year. (Previously, range visits lasted about half a day.) This is nearly 10 percent of a reservist's training availability.

Chief Petty Officer Jarrod Sadulski, the senior enlisted reserve advisor (SERA) for Station Lake Worth Inlet, Fla., spent twenty years split between the active and reserve components in the Coast Guard's busiest law enforcement region, District Seven. He's also served as a sworn officer with the Sunrise Police Department in Florida. Sadulski acknowledged the success of the program, but cited problems trying to find a range that was open on the weekend for not just one, but now two days in a row, twice a year.

Senior Chief Petty Officer Roger Rebman, a reservist at Coast Guard Station Rochester, N.Y., aims a Sig Sauer P229 DAK during the Firearms Training and Evaluation - Pistol course at the Alpena Combat Readiness Training Center in Alpena, Mich., April 26. Rebman was one of the firearms instructors attending the annual recertification and evaluation at ACRTC of all the FAI's in the Coast Guard's Ninth District.

Photo by Petty Officer 3rd Class Brian McCrum



"The spirit of the program is there," said Sadulski. "It presents some time management challenges, but in the Coast Guard, we always find a way of making it work."

Chief Petty Officer A.J. Tole, the SERA at Station Los Angeles/Long Beach, said, "Anytime a new program rolls out, it's always a little cumbersome, but someone smart in the field comes back with a way to make it more user-friendly."

This feedback is crucial, Cash said, because it helps fine tune the program. Tole concurred.

"The higher-ups are sometimes a little disconnected, but they listen when new ideas are kicked back up from the ranks," said Tole. "Like when the gold badges send out letters asking for feedback. This clearly tells us they're listening, and we appreciate that."

COACHES GONNA COACH

More than 500 FAIs around the country are trained to administer the new course of fire, but the other critical part of the FT&E program was the firearms marksmanship coach (FMC). Historically, "coaches" were people who, after qualifying on the weapon, tried to throw out helpful suggestions when they saw a shipmate struggling. The FAI running the range would double as the official coach, but each periodic stop to correct a shooter slowed down the range.

By December, units will have FMCs at a 1:4 ratio to assist the FAI in helping members with techniques (breath control, sight alignment, stance, etc.), leaving the FAI free to administer the course of fire. (Until those coaches are qualified, the FAI will act in both capacities, but with only for four shooters on the range at a time.)

Candidates for FMC are identified by the FAI, who can spot a good shooter on the range. If they agree, the FAI will lay out a training plan with the commanding officer, which includes a formalized checklist and structured OJT. By the end of the

training, the new FMC is able to teach Phase I, the classroom portion of FT&E-P. (Though Phase I resembles the pre-fire training from previous pistol courses, Campanella noted that FMCs won't be able to do the pre-fire for shotgun and rifle courses; those will still be administered by FAIs.) He said the training an FMC receives is so extensive, they'll already have many of the essential fundamental skills they'd get from Yorktown's FAI course.

"These guys are doing it because they love it," said Campanella, noting that all FAIs and FMCs are collateral duty positions. "At the FAI course, we fill every seat, every class. [Those who want to teach] are out there."

That "click" of understanding and success becomes the motivation, he said.

"They're passing that knowledge. When you teach someone for the first time, and see that look on their face, you see those lightbulbs go off, and you say, 'I want more of that.'"

WATCH THAT SECOND ENGINEER

It used to be that if a member had qualified to carry a weapon in the last 30 years, before long, they could eventually narrate the annual training course: a simulated, practical judgment course that was administered via video. And that only differed from the previous decade's training in that the video had moved from the VHS to the DVD format.

Among the Coast Guard's LE community, the Judgmental Use of Force Evaluation (JUFE) became routine for the BOs and BTMs who had to watch the same video every six months to maintain their qualifications. Participants knew to watch out for the wife if they were on the sailboat scenario, and if they got the engine room scenario, they knew to wait for the second guy to come around the corner.

Even when JUFE's video got a revamp two years ago (using Coast Guard members as actors) it still didn't test the members

in a way that got their adrenaline flowing. The predictable scenarios, the rubber gun, the TV screen and the verbalized gun noises (“bang!” “bang!”) didn’t help members recreate the conditions under which their judgment would be tested.

ADRENALINE IS NOT SIMULATED

While JUFE will remain a standing requirement independent of the FT&E-P, phase IV, a set of role-playing scenarios, is designed to improve members’ proficiency, confidence and decision-making. In each scenario, the unit law enforcement instructor (LEI) stands behind the person being tested, and using a “thumbs up/thumbs down” method, amps up or brings down the intensity created by fellow Coast Guardsmen as role-players.

“Because we act it out, no two drills are alike,” said Cash. “You’re going to be put in a situation where you’ll be required to think and act.”

Cash remembered an exercise in Miami where he was testing the phase IV scenarios on a qualified BO. Cash asked a Spanish-speaking role-player to switch languages mid-scene. As Cash watched, the pretend “boater” was asked to comply with regulations, but with a thumbs-up from the LEI, the “boater” escalated the situation, yelling at the BO faster and faster in Spanish, getting louder and angrier.

“He just froze,” said Cash, remembering the reaction of the BO, “and this is what we want – we want our boarding teams to know their reactions to situations before they encounter them in the real world.”

In addition to the ‘shoot/don’t shoot’ role-playing scenarios, every LE unit in the Coast Guard (around 450 nationally) will be receiving a kit with airsoft pistols, biodegradable training projectiles (plastic BBs), and inert props/weapons and face protection for role-players. Cash said units can expect them to arrive over the next year.

Phase IV training will be administered (within a month of completing the first three phases) by the LEI. Next year, Phase IV becomes part of the LEI “C” school at the Maritime Law Enforcement Academy in Charleston, S.C. (JUFE will continue to meet the Coast Guard’s legal requirements for training on proper use of force. Phase IV will become an additional requirement upon receipt of kits.)

Petty Officer 1st Class Steve Manuel, a FAI at PSU 308, has been looking forward to his members going through phase IV. As a prior Marine and a ten-year veteran of the Montgomery City Police Department in Montgomery, Ala., Manuel understands that adrenaline rush and how important it is to be able to think in the moment.

“I’ve been involved in shootings at work, and it’s one thing that was big for me,” he said. “This has real world application. It’s geared a lot more toward law enforcement. The old one was classroom with static fundamentals, but this new course, there’s more tactics in there. You understand more about getting out of the way or handling a firefight. It’s definitely more practical.”

WORKING OUT THE BUGS

While the course has been lauded at all levels and areas of the organization, a number of reservists feel that the classroom time is overkill, especially those in civilian law enforcement roles. Command staffs at active duty small boat stations are also dealing with sending both duty sections to the range twice a year, while still staffing a ready boat crew at the unit.

Cash appreciated the point of view but said the course had already been trimmed down to 12 hours from the originally recommended length of 20 hours. (Phase IV is additional time.)

He also pointed to previous time-consuming requirements, which included an hour of one-on-one time between shooters and FAIs quarterly, in addition to shooting the old course of fire semi-annually. While it takes more time, the lower failure rate streamlines the time units need to dedicate to the process.

Rose retired in 2017. In his new position as a civilian instructor at FLETC teaching firearms, physical techniques and tactics, he’s looking forward to seeing how the units fine-tune the program.

“When you look at it and you can say you know all the pieces are in place and the information is out there, you don’t want to be a hindrance to that process,” said Rose. “Once you’ve empowered people to do it, you step out of the way, and good things will happen. I can say I left with a positive impact on the service.”

Cash feels that impact already. In 2017, the number of negligent discharges in the Coast Guard dropped to 1.

“The numbers don’t lie,” said Cash.

Training and familiarity is leading to safe operation and confidence among the Coast Guard’s LE community. 🐼



Chief Petty Officer Gregory Ziemenski from Sector Delaware Bay, Chief Petty Officer Matthew Wolf from Sector Field Office Atlantic City, N.J., and Petty Officer 1st Class Robert Foley from SFO Atlantic City run through the FT&E-P course of fire May 13.

Photo by Chief Petty Officer Peter LaMarch



Petty Officer 3rd Class Barry Franklin and Petty Officer 2nd Class Matthew MacArthur instruct how to properly sight-in on target at the Alpena Combat Readiness Training Center in Alpena, Mich.

Photo by Petty Officer 3rd Class Brian McCrum

**"THIS HAS REAL WORLD APPLICATION.
IT'S GEARED MORE TOWARD LAW ENFORCEMENT.
THE OLD ONE WAS CLASSROOM WITH STATIC
FUNDAMENTALS, BUT THIS NEW COURSE,
THERE'S MORE TACTICS IN THERE."**

— PETTY OFFICER 1ST CLASS STEVE MANUEL



New All-Services Electronic Periodic Health Assessment (PHA) Process

On March 1, the Coast Guard transitioned to the All-Services PHA System. The PHA is now a three-part assessment, which includes an online self-assessment, a medical record review by a health services technician (HS), and a face-to-face review with a certified PHA health care provider.

As before, service members are required to complete a PHA every 12 months, but the birth month requirement has been eliminated, reducing scheduling conflicts. However, completing your PHA in your birth month is still a good rule of thumb if your unit doesn't conduct a group PHA event.

PROCESS:

Step 1. Enroll in the PHA System

(<https://data.nmcphe.med.navy.mil/pha/>).

If you have previously enrolled, move to Step 2.

- Select "Register New Account" and follow the instructions.

Step 2. Complete the survey

- Access the site (above) using your common access card (CAC) or your Department of Defense 10-digit ID number and the password you created during registration.
- If you are logging in from a non-CAC enabled computer, you can use your DoD ID and password. You will also need to answer your security question you set up during registration.
- Don't forget to have your five-digit Unit Identification Code (UIC) on hand (same as OPFAC).
- Once completed, a customized education form is generated. You can save, print, or email this document for your personal use.

Step 3. If you are due for a Post Deployment Health Assessment complete your survey at:

(<https://data.nmcphe.med.navy.mil/EDHA/>)

- If you have not previously enrolled, select "Register New Deployer Account" and follow the instructions.
- If you do not remember your password, click the "Forgot Your Password" link and reset your password.

Step 4. Check your Dental Status.

We suggest you have a current dental exam in combination with the PHA to remain medically ready. (Check your dental status in CGBI.) If you are due for a dental exam or are Dental Class 4, contact your local dental provider and schedule an appointment.

Step 5. Contact your regional HS and request a medical record review.

A Reserve health readiness provider (RHRP) contractor will contact you to schedule an appointment.

— Submitted by *By Lt. Jennifer Wong-Reiss and Senior Chief Petty Officer Bob Delzer, PSU 305*

Periodic Health Assessment (PHA) Resources

- FTS Information Bulletin:

Changes to Periodic Health Assessment

- Coast Guard Clinic Look-up

- Individual Member Chart

- Group Event Planner Flow Chart

All found at

<https://www.reserve.uscg.mil/resources/pha>

Commonly Asked Questions

Q: What's different about the PHA survey?

A: The major change to the PHA self-assessment is the addition of a Mental Health Assessment (MHA). This will also satisfy the requirement for deployment-related MHAs (DD FORM 2978) if completed in the appropriate timeframe (181 – 545 days and/or 546 – 910 days after returning from deployment).

Q: Can I complete my PHA on my personal computer?

A: Yes. The PHA system is accessible from any computer with internet access. If you do not have a CAC reader you will need to access the PHA website using your DOD ID number on the back of your CAC as your user name, the password you used when creating your account, and your security question response.

Q: Who do I contact when I've completed my PHA survey?

A: A procedure for accomplishing this should be worked out between the clinic administrator of the supporting clinic and your HS/Logistics Officer or Reserve Force Readiness Staff. This can be accomplished with a phone call or email to the appropriate representative at the supporting clinic.

Q: How far out can I complete my survey before contacting my HS? Does it reset?

A: Once you complete your service member portion, it will remain valid for 90 days. If more than 90 days pass between completing your survey and the HS starting the record review, you will have to do a new survey.

It is important to remember that the PHA is a screening tool used to evaluate the individual medical readiness of the service member by its components (self-reported health status, review of current medical conditions, recommendation for improvement of identified health conditions, and a behavioral health screen).

The time between completing the self-assessment and seeing a medical provider should be kept to a minimum to ensure current and accurate information is documented.

The PHA may be accomplished up to six months early to allow units to synchronize PHA completion prior to scheduled deployments.

Q: What happens after I notify my HS?

A: The HS will conduct the record review portion of the PHA. Once completed, the HS will log onto the LHI portal to order your PHA and any other medical readiness items you are due for or will come due for in the next 12 months.

Q: How do I get my PHA appointment?

A: After the HS has entered the required information/services required into the LHI portal, a RHRP contractor will contact you within one business day to schedule an appointment.

Q: What do I do if I notified my HS, but I never receive a call from a RHRP contractor?

A: Procedures for circumstances like this should be worked out between the regional HS and the unit's HS/logistics officer, as each facility may operate in a different manner.

Some suggestions may include contacting the responsible party (HS that entered information into the LHI portal) if you have not been contacted by RHRP in seven business days to ensure the request was entered and processed correctly.

Q: Will RHRP also conduct other medical and readiness tests?

A: Yes. If required, the HS will order required individual medical readiness (IMR) items through the LHI portal (e.g. HIV blood draw, required vaccinations) so they can be administered during your appointment.

Q: Can I get a dental exam at the same time as my PHA?

A: Members can continue to use their own dentist to fill out their DD-2813 dental examination form, but a dental exam can be entered into the LHI portal to be booked through a RHRP contractor. The member would still have to follow RHRP's scheduling rules, meaning they may not get a nearby dentist if there is not a contracted dentist available. Either way would fulfill the annual requirement.

Q: I completed my PHA between Oct. 1, 2017 and March 1, 2018. Do I need to complete a stand alone MHA?

A: Yes. The new PHA includes an MHA; however, if you completed the old PHA between Oct. 1, 2017 and March 1, 2018 a stand-alone MHA is required. Log in and complete the online MHA by selecting the "Report a New Standalone DMHA" option [NOTE: the online MHA is a different system from the PHA]. After you have completed your assessment, if you got the old PHA at a Coast Guard or DoD clinic, contact that clinic to schedule an MHA review before Sept. 30, 2018. If you completed the old PHA through RHRP, contact RHRP to request an MHA review before Sept. 30. All subsequent PHAs will include an MHA as part of the PHA survey.



A little piece of Kimball's legacy of standardization

Story by Lt. Brendan Rogers, District 8 Reserve Management

In March, I was researching a figure in Coast Guard history for a presentation on organizational change. I came across a website that sold old documents of historical significance, including a letter signed by this very person in 1872. For more money than I wanted to spend, I purchased the letter.

The letter is co-signed by the Honorable Sumner Kimball, who, from 1871-1878, was Superintendent of the Revenue Marine, a predecessor to the Coast Guard. The content of the letter is mundane, a routine order directing another member to inspect some "surf-boats." However, the letter is special, because it captures a small piece of the massive organizational change that ultimately created the systems that the Coast Guard uses to train and evaluate small boat stations to this day.

When the Civil War ended in 1865, the Revenue Marine was shattered. Vessels of the service had been lost to the Confederacy, sunk or damaged. Reports indicated that after the war, vessels were used to serve as the private yachts of local political figures.

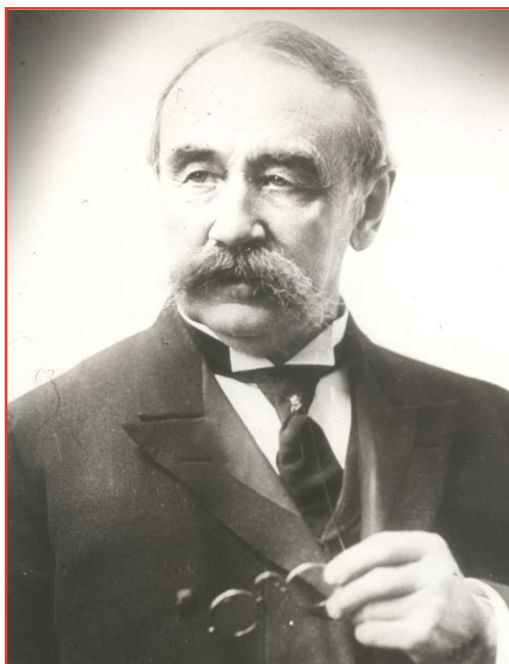
The U.S. Life-Saving Service, a loose network of community-based search and rescue stations administered by the Revenue Marine, was also in shambles. Crews did not have the equipment or vessels to help those in need. Internal organizational structure of the stations was ineffective, and external central control over the stations was non-existent.

For the United States, this lack of readiness could not have occurred at a worse time.

The 1800s was a period of American expansion. Mass immigration from Europe meant that overcrowded migrant vessels sailed for U.S. ports in great numbers but, without the aid of modern tools like GPS and weather satellites, many of these ships ended their voyages in disaster on the shoreline. In 1870, a vicious storm hammered the East Coast resulting in many deaths.

Public outrage over the deaths signaled that it was time for change and reinvestment in the Revenue Marine and the U.S. Life-Saving Service.

Kimball, a young lawyer and Treasury clerk from Maine,



The Honorable Sumner Kimball, superintendent of the Coast Guard's predecessor service, the Revenue Marine Service.
Coast Guard Collection

was asked to take over the beleaguered agencies by Treasury Secretary George S. Boutwell. Recognizing that political corruption and diversion of government resources to powerful individuals were factors in the deterioration of the agency, Kimball sent the following reply:

"I shall accept your offer upon one condition. If you will stand by me, after I have convinced you that I am right, I shall attempt to bring about the reforms you desire. But I want to warn you that the pressure will be tremendous. Congressmen will come to you in long processions and will attempt to convince you that I am wrong and that the service is being ruined. It will require an uncommon display of backbone on your part, but if you will stand firm and refer all complaints to me I promise you that I shall put the service where you want it and where it ought to be."

It is an interesting response from a junior executive to an offer of a major promotion to the C-suite. Boutwell replied simply, "I shall support you.

No matter what the pressure may be, I shall not interfere." This interaction represents an exchange of trust between two leaders to do the right thing by the American public.

Immediately after Kimball took the job, he directed one of his most trusted officers to inspect the coastal lifesaving stations, Capt. John Faunce. What Faunce found was shocking: boats in poor shape, untrained crews, and stations too far apart from each other, leaving gaps in service that prevented coordinated responses by multiple units. The Service was fragmented.

Kimball set to work immediately. He enacted new hiring practices banning the practice of nepotism. He standardized staffing requirements, hired additional managers where needed, and fired those who were ineffective. He created standardized procedures so that people across the service could be trained to perform the same tasks in the same way. This standardization of training allowed him to relocate stations to distances where they could mutually support large-scale disasters. Under his watch, telephones were installed in stations, creating true coordination. He standardized

equipment at each station and created flexibility in staffing and planning that had not existed before.

In 1872, Kimball and the Treasury Department commissioned standard wooden surfboats to be deployed across the stations, which is where the letter fits in to the story. The letter is from the Assistant Secretary of the Treasury, co-signed by Sumner Kimball and addressed to Faunce and Capt. James H. Merryman.

Faunce, a significant part of Coast Guard history, had been the commanding officer of the Harriet Lane when it fired the first maritime shot of the Civil War. Merryman went on to oversee the construction of life-saving stations. The letter directs the two captains to Squam, N.H., to inspect and accept one of these newly-constructed, standardized surfboats.

As a result of his work, Kimball was chosen as the general superintendent of the Life-Saving Service in 1878, and he served in that capacity for the entire existence of the LSS, until it merged with the Revenue Marine to become the U.S. Coast Guard in 1915.

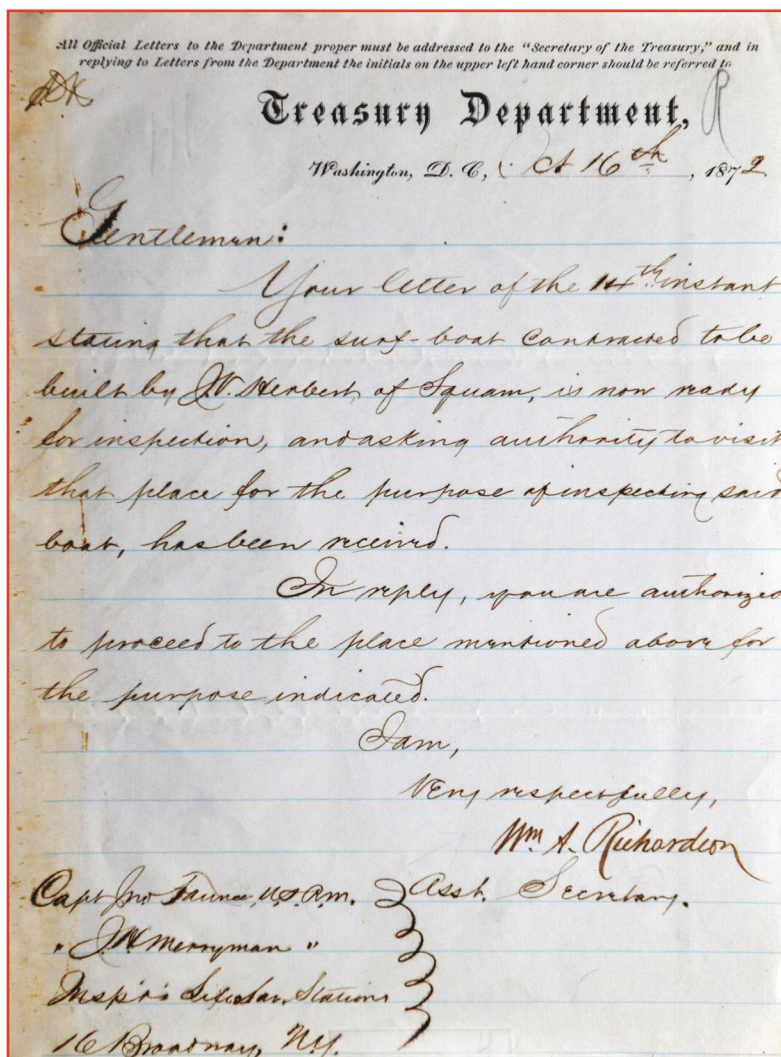
What Kimball did was amazing, even by modern standards. He created the Coast Guard that we know today though modernization, merger and change. He combined distinct services with very different cultures into a single organization. The missions of the Life-Saving Service and the Revenue Marine are still distinct in the modern Coast Guard—surf stations conduct very different missions than the sea-going cutters.

However, Kimball's greatest success was the merging of the culture of the people within the service – whether a surfman or a cutterman, every person in the Coast Guard carries the cultural legacies of both these services. From the Revenue Marine is the military professional, representing a seagoing, warfighting and law enforcement tradition founded in 1790. From the Life-Saving Service is our humanitarian spirit, a voluntarist tradition of others before self, developed by coastal communities that relied on each other to survive storms. It was the merger of these dissimilar traditions that created the unique service identity of a United States Coast Guardsman.

Kimball retired in 1915. His work was done. He died, quietly, eight years later.



U.S. Life-Saving Service hat.



Letter co-signed by Kimball directing members to inspect surf-boats in late 1872 (note the initials "S.K." in the top left corner). This letter was obtained by the author during a search for Coast Guard history.

Photo courtesy of Lt. Brendan Rogers

His legacy lives on through standardization of equipment and training. Coast Guard cutters and small boat stations practice continually to respond to those in need. Readiness inspections of field units today are conducted similarly to those made by Faunce and Merryman in 1871. We continue to check for the same fundamentals, the training of the crews and the condition of the equipment. The Coast Guard motto "Always Ready" is ensured by the organizational focus of standardization instituted by Kimball so many years ago.

As I reflect on this letter, and this small souvenir of the Coast Guard past, I continue to be in awe of the work of these people. Their work stewarded the service through the end of a devastating civil war to the beginning of a world war. They could not have known how valuable their work was at the time.

Kimball was not operational. He was an administrator, and his work was pivotal. The letter proves that working behind the scenes is honorable and important, and it challenges us to reimagine what our contribution will be in this time of rapid technological and societal change.

This letter makes me optimistic about the future of our service and our ability to collectively respond to a changing world. For that reason, buying this letter was some of the best money I ever spent. ≈



Capt. Godfrey L. Carden, the first captain of the port for the Coast Guard's New York Division.

Coast Guard Collection

100 Years of port security: how the Espionage Act and the New York Division changed Coast Guard missions forever

Story by William H. Thiesen, Ph.D., Historian, Coast Guard Atlantic Area

Port security has been one of the longest-running missions of the Coast Guard. And, historical events, such as World War I, have brought greater attention to the importance of this service specialty. A result of the war effort, the Espionage Act of 1917 greatly increased the importance of the Coast Guard in safeguarding our ports for the past 100 years.

Executing one of the most time-honored missions of the Coast Guard, revenue cutters had served as guardians of U.S. ports since 1790. Even after the re-establishment of the Navy in 1798, revenue cutters were the only federal vessels that secured American ports in peacetime and in war. In addition, customs collectors who oversaw cutters assigned to their respective ports served as unofficial captains-of-the-port. Over time, control over the cutters moved from customs collectors to the Revenue Marine Bureau in Washington, but all along, cutters remained the guardians commercial shipping and continued to protect anchorages and U.S. ports.

During WWI, protecting American ports became a matter of national security. Never before had the threat of massive

destruction from explosives stockpiles been so great. This was born out by an explosion that rocked New York City July 31, 1916. The munitions terminal on Black Tom Island, N.J., across the Hudson River from Manhattan, was a primary staging area for ordnance shipped to the war in Europe. Set off by German saboteurs, the blast shattered windows as far away as New York City, killed several people and caused property damage amounting to approximately \$1 billion (in 2017 dollars). The explosion was thirty times more powerful than the 2001 World Trade Center collapse and ranks as the worst terrorist attack on U.S. soil prior to 9/11. This disaster quickly focused attention on the dangers of storing, loading and trans-shipping volatile explosives near major population centers.

In addition to focusing attention on the dangers posed to port cities, the Black Tom incident motivated Congress to enact legislation to protect the nation from sabotage. On June 15, 1917, Congress passed the Espionage Act, which gave the Treasury Secretary wartime power to make "rules and regulations governing the anchorage and movement of any

vessel, foreign or domestic in the territorial waters of the United States, [and] may inspect such vessel at any time, place guards there on, and, if necessary . . . secure such vessels from damage or injury, or to prevent damage or injury to any harbor or waters of the United States . . .” The Act’s text also states that the Treasury Secretary “may take . . . full possession and control of such vessel and remove therefrom the officers and crew thereof and all other persons not specially authorized by him . . .”

The Espionage Act also shifted responsibility for safety and movement of vessels in U.S. harbors from the Army Corps of Engineers to the Treasury Department. In 1917, Treasury Secretary William McAdoo assigned Coast Guard officers to oversee port security in the strategic maritime centers of New York, Philadelphia, Hampton Roads, Va., and Sault Ste. Marie, Mich. The Act provided these officers near-dictatorial power over shipping in these locations. In addition to controlling anchorages and movement of vessels, units under these officers safeguarded waterfront property, removed suspicious or dangerous passengers or crew from merchant ships, and regulated the loading and shipment of hazardous cargoes.

The power of these officers was most evident in the port of New York. During the war, New York embarked more weapons and war material than any other U.S. port. In the span of a 18 months, New York loaded nearly 1,700 ships with more than 345 million tons of shells, smokeless powder, dynamite, ammunition and other explosives. Capt. Godfrey Carden commanded the Coast Guard’s New York Division, which included nearly 1,500 officers and men, four tugs borrowed



Aftermath of the Black Tom Island munitions explosion.

U.S. National Park Service

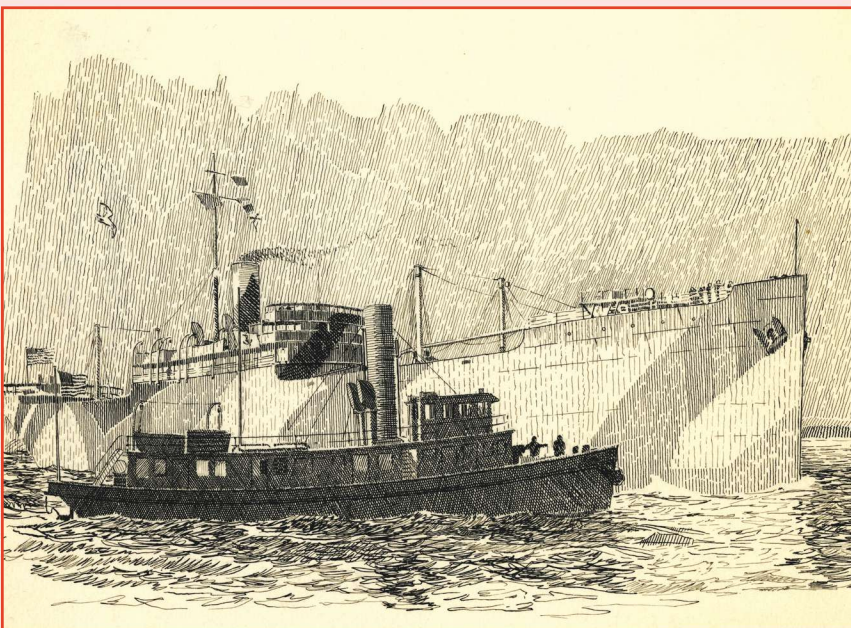
from the Navy and the Army, five harbor cutters and an assortment of smallcraft. In all, his division was the Service’s largest wartime command.

With the threat of a catastrophic explosion in the back of his mind, Carden ruled port operations with an iron fist. He issued special orders to be rigidly enforced by his division. Carden’s men guarded every ship and barge loading ordnance, enforced cargo-handling regulations and kept unauthorized persons off munitions ships. Meanwhile, his cutters patrolled every inch of New York Harbor’s anchorages and restricted areas. In an article published after the war, Carden wrote:

“To lose a ship by carelessness was to play the enemy act; and the guards had instructions to deal with any careless person as with an enemy. No chances were to be taken.”

Carden became the best-known Coast Guard captain of WWI and the term “captain-of-the-port” was invented to describe his role as overseer of New York’s port security. His division orchestrated the movement of munitions ships between piers and restricted anchorages to alleviate collisions or boarding by saboteurs. At the same time, hazardous cargoes were loaded as rapidly as 48 hours with no serious mishaps within his division’s area of responsibility. After the war, Treasury Secretary Carter Glass commended Carden, writing, “The enforcement of anchorage regulations during the war period was a duty which involved a heavy responsibility and which could not properly be performed except by a man who combined firmness of opinion with exceptional balance of judgment.”

The Espionage Act would be invoked in World War II when the nation shipped millions of tons of weapons and ammunition from U.S. ports to the front lines. It also supported Coast Guard port security operations during the Korean Conflict, Vietnam War, Gulf War and in the recent War on Terror. This act became one of the most important legislative acts to empower the Coast Guard in its port security mission, and its importance continues today. ≈



Sketch of tug moving a World War I munitions ship in New York Harbor.

Coast Guard Collection



Off-duty trooper and reservist improvises rescue

A Coast Guard Reserve petty officer was hailed as a hero in early March after saving an accident victim on the Atlantic City Expressway in Gloucester Township, N.J.

Petty Officer 2nd Class Kenneth Minnes and his girlfriend were taking their cat to the vet when they noticed a small trail of white smoke on the side of the road ahead.

As they neared the site, Minnes, who is also a New Jersey state trooper, saw that the smoke was coming from an overturned pickup truck. Passing motorists were already stopping to help the two men who'd been traveling in the vehicle, and Minnes pulled over. He could tell they'd arrived within a minute or two of the accident.

"I told my girlfriend to call 911, she knows the kind of information I need to know as a trooper, like an update of where I am, a description of the vehicle," said Minnes. He ran to the scene where one person, the driver, lay on the grass screaming. A bald man was working on cutting the passenger's seatbelt so he could tug the second man out of the truck. The trooper pitched in to help pull him from the truck. The bald man, who Minnes described as "an ex-Marine, a Vietnam Vet," didn't stay long enough for anyone to get his name, but Minnes was more worried about the black smoke that was beginning to engulf the truck. He could feel the heat on his face, and yelled that they needed to get the two men to safety.

"I knew we had to pull them upwind of the fire, which I learned as a coxswain," said the 27-year-old reservist.

The small band of people who'd left their cars on the side of the road pitched in to help, moving the men where Minnes directed. He made mental notes about the victims' speech, wounds and body movements, and he realized the passenger was in much worse shape. Making matters worse, the passenger was also going into shock. Minnes carried the passenger under his arms, one of which felt like a bag of broken sticks, while an off-duty firefighter grabbed the man's legs.

They walked the victims back up to the shoulder of the road. The truck's gas tank exploded suddenly, and the vehicle burst into flames. Though Minnes could feel the fire getting



Petty Officer 2nd Class Kenneth Minnes, a New Jersey state trooper, rescued a man from a car wreck.

Photo courtesy of Kenneth Minnes

hotter, he knew they were a safe enough distance away, and he began working on the man with more critical injuries.

"At that point, I knew the other guy was screaming, so I knew he'd be okay," said Minnes, "but the passenger's face was blank, and I knew he was bleeding out. I thought, 'This guy needs some serious help right now, or he's gonna die.'"

He yelled for a knife from the crowd gathered around, and began tearing the blood-soaked sweatshirt off the broken limb as the firefighter made strategic cuts in the cloth. The arm was a mess of bone and muscle, and Minnes knew he had a decision to make.

"In a stressful situation like that, I don't know how you could focus, but I just slowed down and focused on the facts," said Minnes. "I wasn't concerned with him keeping his arm anymore, I was more afraid he was gonna die. I needed something hard and straight, like a tie rod from a vehicle."

Someone handed him the end of a tree branch, and he yelled for a t-shirt, too. Making a series of half-hitches, the boatswains mate turned the stick and a long-sleeve t-shirt into a tourniquet, securing it with the sleeves to the man's body as paramedics arrived on scene. Fire crews worked on the blaze.

Only ten minutes had elapsed since he parked his car, but to Minnes, it was like everything moved in slow motion.

Both men were taken to a hospital in Camden, N.J., where Minnes heard from one of the State Police detectives that the emergency room doctor was impressed by the precision of the tourniquet.

Minnes said he received the majority of his first aid training from another reserve petty officer at his unit, Station Manasquan Inlet in Point Pleasant Beach, N.J.

"Chris Newcomb, he's a full-time firefighter, he does all our first aid training. I've learned more from him than any other first aid class or anything. He's a great asset to the Coast Guard."

Minnes, who's been a Coast Guardsman for nine years, credited his ability to remain calm and focused to his six months at the New Jersey State Police Academy.

"I don't think I could have done what I did without going through that academy," he said. "That being said, I couldn't have saved that guy without the first aid training I got in the Coast Guard."

"It was an outstanding rescue," said Senior Chief Petty Officer Brian Miley, senior enlisted reserve advisor for Station Manasquan Inlet "He's a great coxswain at the station, does extra drills, and he's got great attention to detail. I'm not surprised he knocked it out of the park."

The governor of New Jersey called Minnes personally to express his gratitude, and the Winslow Fire Department in Winslow, N.J. held an award ceremony for Minnes and the firefighter who stopped to help rescue the broken passenger. (Oddly enough, Minnes couldn't remember many names from that day, but he knew the exact time he tied the tourniquet.)

Minnes was most honored by the mother and girlfriend of the man he'd saved. They reached out to him via social media to let him know that the man's son, born two weeks after his rescue, had been named Kenneth. ≈

— Story by RESERVIST Staff



Petty Officer 2nd Class Kenneth T. Minnes, a member of Station Manasquan Inlet, stands with his father, Kenneth E. Minnes, who was New Jersey state trooper for 31 years. Photo courtesy of Kenneth T. Minnes

Victims advocate receives state award

Senior Chief Petty Officer Marilyn Dufrat was awarded the Unsung Hero Award from Attorney General of Virginia Mark Herring at the attorney general's office in Richmond on April 12.

Dufrat, a reserve member of the logistics department at Coast Guard Sector Hampton Roads, Va., serves as the director of the Stafford County's Victim/Witness Assistance Program had multiple nominations for the prestigious award, which was given to ten individuals for their work as victims' advocates as part of National Crime Victims' Rights Week.

Dufrat has been the manager of the victim-support program for the last 16 years. Her staff offers information and services to victims and witnesses with the goal of reducing confusion during what can be a complicated, lengthy ordeal. She attends courtroom hearings and supports victims through the criminal justice process, which she said, "can be very overwhelming." She provides one-on-one meetings to anyone seeking a protective order against an abuser.

"The court process opens the wounds they're trying to heal," said Dufrat, "and some of these cases take up to a year and a half, so you really get to know the families and aid in their healing."

She went to Richmond this year to lobby for proposed legislation that would let judges sign off on lifetime protective orders after certain felony convictions, though the Virginia Senate's finance committee voted to continue discussion of the bill during next year's general assembly session. Her county also



Cmdr. Maureen Kallgren, the senior reserve officer for Sector Hampton Roads, and Senior Chief Petty Officer Marilyn Dufrat with Attorney General of Virginia Mark Herring at the attorney general's office in Richmond April 12. Photo courtesy of Senior Chief Petty Officer Marilyn Dufrat

initiated the state's first "courthouse dog" program, where a fully-trained service dog assists and comforts victims as they testify in court.

A tireless and humble leader, Dufrat is well-respected by her team (who she refers to as her "crew.") They missed her solid presence when she was activated for the response to the 2017 Atlantic hurricane season. The senior chief filled a role at the Personnel Support Team in Weston, Fla. She lent a sympathetic ear while assisting displaced Coast Guard families, many of whom had lost everything. "I try to put myself in their position and think about their perspective."

Herring praised the award winners, saying, "These big-hearted

Virginians come in early, stay late, work through lunch and come in on weekends, stopping at nothing to make sure they help victims who may not know where else to turn."

Cmdr. Maureen Kallgren, the senior reserve officer for Sector Hampton Roads, said this describes Dufrat perfectly. "Senior Chief often gives time off the clock to train her staff and make sure members get paid on time," said Kallgren. "We're lucky to have her as part of our team."

She said the job can get stressful, but knowing that she may have helped save a life, or eased the pain of a traumatic time, or kept children from being exposed to future domestic violence... it keeps her going back in the door every morning.

"It's so challenging," she said, "but it's also so rewarding." ≈

— Story by RESERVIST Staff

Photographer snaps up awards while balancing work and life

Among public affairs specialists, there's an expression: "if there's no pictures, it didn't happen."

Petty Officer 1st Class Matthew Masaschi's been serving in the Coast Guard Reserve for more than a decade, but he became a PA because of a technicality.

Masaschi did Coast Guard law enforcement with the vessel boarding team at Sector Baltimore before his job, port security specialist, became part of the new maritime enforcement specialist rating. In the shakeup, Masaschi learned that his colorblindness precluded him from being an ME.

(How can a PA be colorblind? "Fortunately I'm not painting the pictures," he joked, "so as long as the camera knows what the colors are supposed to be, it's all good.")

However, he had a degree in journalism, so when it came time to lateral, he picked PA, and worked with his employer to take off three months for yet another A-school. And then fate struck again.

"While I was in A-school, Deepwater Horizon blew up," said Masaschi. "It wasn't fun to come back home, and tell my boss I'd be gone for another two months, but while I was downrange, I immediately saw how cool the PA rate is."

Masaschi's company, a distributor for industrial equipment, missed their sales rep, but understood how important his service was to him. Newly-married, he was sad to leave his wife, but as a great photographer with a degree from West Virginia University in news and editorial writing, Masaschi was a sought-after PA, and he snapped up deployments and opportunities left and right.

His skills earned him two deployments on the Coast Guard Cutter Eagle, two presidential inaugurations, other national special security events (NSSE) and celebrations in Baltimore harbor. His work led to a five-month ADOS contract at the Coast Guard Pacific Area public affairs office. While he missed his wife and new son Benjamin, the PACAREA job scored him one of his favorite deployments: a trip to Guantanamo Bay, Cuba, with Port Security Unit 305.

There, he ran into other legacy port security specialists, and they traded memories from their common backgrounds. The

photos he captured there were among those he submitted for the Alex Haley Awards last year.

Weeks after his return, Masaschi and his wife learned they had another baby on the way, and he felt awful leaving her again when he was involuntarily recalled for the response to Hurricane Maria in Puerto Rico. While Andrea stayed in Baltimore raising their one-year-old, Masaschi found himself flying across the island of Puerto Rico in a puddle jumper plane, documenting damage to vessels so responders could identify the areas most in need.

Those photos, too, went into a massive submission package that was recognized by the judges at Coast Guard Headquarters, where Masaschi swept awards in four categories, outpacing his placement last year in two categories. He's already changed his style of shooting to make sure his submissions for the 2018 awards are even stronger.

"You don't always shoot seven different photos for each occasion, but this year, every time I shoot an event, I'm shooting a variety of shots so I've got the basics covered for next year."

Today, Masaschi and his family are on the west coast, as he's taken a one-year contract working full-time with the Coast Guard PACAREA PA office. He said it hurt to leave his company, Zenmar, who stood beside him so faithfully during his decade as a career reservist.

(Why did a sales company hire a journalist? "They hired me because I was an Eagle Scout," said Masaschi with a laugh. "He saw that on my resume, and he didn't look at anything else.")

He misses Zenmar, but said it's a nice break from the struggle to stay current with the both Coast Guard qualifications and keep up with a full-time civilian career. He's thrown himself into his active duty PA role. On his recent deployment with the Coast Guard Cutter Bertolf during their counterdrug patrol in the eastern Pacific Ocean, Masaschi snapped photos of two busts of more than a thousand kilos of cocaine, as well as a rare bust of liquid cocaine.

As exciting as his work life is, the young dad was equally as excited when his daughter was born in May. Some days it's all about service to his country, and other days, Masaschi is happiest picking up Benjamin from daycare and listening to his son sing from the baby seat on the back of his bike. ≈

— Story by RESERVIST Staff



Petty Officer 1st Class Matthew Masaschi stands in front of the Coast Guard Cutter Bertolf.

Photo by Senior Chief Petty Officer Nyxolyno Camgemi

Company mentor welcomes DEPOT Graduates to the Coast Guard

Lt. Steve Graff usually spends his days as a resource manager for the Reserve Program at Coast Guard Headquarters. He works on getting the billets with the right competencies in the locations where there is mission demand.

Graff has more than a decade of military recruiting experience, and, last year, he decided to see if he could visit the other end of the accession process.

He applied to the mentor program for the Coast Guard's Training Center in Cape May, N. J., to offer his experience in support of recruits like himself.

The mentor program at TRACEN started decades ago, said Battalion Officer Lt. j.g. Richard Parocha. Program founders wanted to give the recruits a leader they could relate to.

As the coordinator for the mentor program, Parocha said his office receives more than a hundred applications to the program annually.

"We try to pick those people with a diversified career, someone who's had noteworthy assignments – someone who can talk about what the Coast Guard does outside basic search and rescue," said Parocha.

With around 40 companies graduating from Cape May each year, Parocha said they try to pair up the right mentor with the right company. The mentor application process for 2019 begins in late fall, and mentors are notified of their selection just before the end of the year.

"Everyone likes to give back, and we're blessed to be an organization that likes to invest in their future. That's what we're getting with these mentors."

In March, Graff drove out to be the mentor for Company 03-18, which is part of the Direct Entry Petty Officer Training, or DEPOT, program. The program was specially designed to bring prior-service and well-qualified civilians into the Coast Guard.

Graff, himself a former member of the Navy and the Air National Guard, said he understood the challenges of coming to a new service and new career later in life.

Normally, with the eight-week boot camp, mentors meet with the company three times, but because DEPOT is a three-week program, their mentor only meets with the company once before graduation. (Parocha said this is on track with the regular boot camp, whose first encounter with their mentor is also around the three-week mark.)

Graff spent the evening at an informal get-together celebrating the recruit's last night as a company together.

"They were about half active duty and half reservists, mostly in their 30s," said Graff. "These people had a lot of life experience they were bringing to the Coast Guard, and it was great to see the level of talent. They weren't students just out of high school – we're bringing in mid-level professionals, and it was great to meet them."

After an evening discussing the basics of a first-tour career in the Coast Guard, Graff spent a chilly morning checking in on recruit training, meeting Parocha and the company's leadership team, and finally, attended the company's graduation at the TRACEN Cape May gymnasium.

There, he praised them on all they'd accomplished in the long process of becoming fellow service members, cautioning them not to look too carefully at which component they'd chosen.

"We're all one team, one fight," said Graff, "fully capable of serving together to defend our nation," as shipmates who "may one day be called upon to serve anytime, anywhere."

He closed his remarks with a reminder to his new fellow Coast Guardsmen: "Take care of your family, yourself, and your shipmates, and be ready to serve your country. This is not a full-time or part-time job, it is a career to support and defend the Constitution of the United States." ≈

— Story by *RESERVIST* Staff



Lt. Steven Graff shakes the hand of a graduate during the graduation ceremony for members of the Direct Entry Petty Officer Training Class 03-18, March 29, at Coast Guard Training Center Cape May, N.J. Graff volunteered to act as the company's mentor during their training and provided them insight on serving in the Coast Guard.

Photo by Chief Warrant Officer John Edwards

Creative North Carolina engineer uses resources to score crucial class seats

Chief Petty Officer Donald Wiggins remembers the days when almost every Coast Guard smallboat got underway with an engineer on board. When the Coast Guard's switched its workhorse platform to one with outboards that didn't require an underway engineer, the billet structure changed, small teams of machinery technicians moved to bases that support many surrounding units.

Wiggins is a reserve member of the Naval Engineering Support Team in the Coast Guard's Sector Field Office out of Fort Macon, N.C., though his full-time job is with Sunny Point Army Base in Southport, N.C. There, he serves as a mechanic to the unit's fleet of firetrucks and boats. It's a unique position, but one he loves.

"Working on boats is what I do," said the chief, who's been at Sunny Point as their main mechanic for six years. "I love getting back into my field."

When two new mechanics arrived to help with the work at the Army base, Wiggins called up the Marine Mechanics Institute in Orlando, Fla., and the school agreed to send the instructors to the base, rather than bringing the students down to Florida. The Army's boats use Honda 250 outboards, and the chief recognized a diamond opportunity for other Coast Guard reserve engineers who needed the Honda 225 outboard course.

If the instructors were going to teach only three students, what was the harm in adding a few more? He floated the idea past his civilian supervisor, who allowed the chief to offer the seats to the Coast Guard for free. Elated, Wiggins made several phone calls to get the ball rolling.

The first was to Scott Humphrey, one of two Honda instructors at the Marine Mechanics Institute. The 225 course is notoriously hard to get for Coast Guardsmen.

"The Coast Guard small boats run predominantly off Honda engines, and the only school offered to Coast Guard is at the MMI," said Wiggins. "But with the last few years of funding, it was hard to get reservists to the school, especially when we have to bump an active duty guy to get it. It's crucial to get the junior [engineers] this certification, though. It's where they learn to do maintenance and repairs."

Wiggins told Humphrey he had a few Coast Guardsmen who needed the class, and he asked him if he'd be willing to combine the 250 course the Army needed with the 225 course the Coast Guard needed. Humphrey agreed.

"The engines are very similar," said Humphrey, who's been teaching at MMI for more than a decade. "Really, it's just some subtle changes on the 250."

Next, Wiggins called his active duty Coast Guard supervisor, Senior Chief Petty Officer Heather Friedrich. Impressed with his initiative, Friedrich gave her blessing as well.

"Everyone should have this class if they're working on these Honda, but it's hard to get them into the class," said Friedrich. "This was a great alternative."

Finally, the chief made his most important call to Reserve Force Readiness Staff member, Lt. j. g. Jessica Tull, who was in the middle of a family vacation.



North Carolina reserve engineers hold their graduation certificates from the Marine Mechanic Institute's 225/250 outboard course. From left, instructor Scott Humphrey, Petty Officer 1st Class Justin Glen, Chief Petty Officer Donald Wiggins, Petty Officers 2nd Class Aki Atsumi, Ronald Little and Stephen Britt, and Petty Officer 1st Class Dwight Atkinson. All six engineers graduated the course April 20.

Photo courtesy of Chief Petty Officer Donald Wiggins

"This woman is super woman," said Wiggins. "I don't know how she does it, but she does an excellent job."

"We recently did a huge competency cleanup of our personnel list," said Tull, "and that Honda school was one of the requirements we added to our MKs at the NEST."

Tull put her family plans on hold for a few hours and began calling around to see which reserve MKs could take a one-week, short-notice leave of absence from their civilian employers for this rare opportunity. Tull kept making phone calls until all five seats were filled with local, reserve engineers, all of whom, with her help, had orders and lodging to boot.

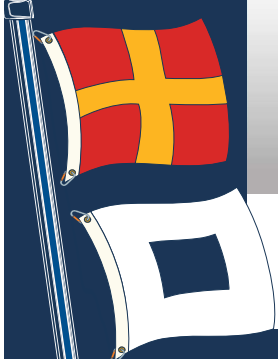
"The amount of work these guys do is incredible," said Tull. "[Chief] came to us with an opportunity, and we moved on it and made it happen."

Two weeks later, Wiggins and the five other engineers, Petty Officers 1st Class Justin Glen and Dwight Atkinson, and Petty Officers 2nd Class Aki Atsumi, Ronald Little and Stephen Britt, finished the class.

Wiggins said the reserve engineers spend time working on issues at the stations and aids-to-navigation teams along the North Carolina coast. This new certification enabled the engineers to better meet the needs of the local units, which is exactly what their chief was looking forward to.

"We've got a great reputation with the local EPOs [engineering petty officers]," said Wiggins. "We can go out to our sister stations, and when they have a problem, they know they're in good hands. They know I won't leave my guys hanging. We're very confident and skilled, we got a good group." ≈

— Story by RESERVIST Staff



RESERVIST MAGAZINE

RETIREE SITREP

The Guardian Angel of the Reserve

Editor's note: We're happy to close the loop on the Handy story from 2017's Issues 2 and 3, in which we detailed his contributions to the Coast Guard Reserve. The officer was honored by the Reserve Officers Association and Coast Guard Commandant Adm. Paul Zukunft in a ceremony held at the ROA building March 19 in Washington, D.C.

Wearing a fedora and a long wool coat, Capt. Walter Handy arrived at the Reserve Officers Association building flanked by his wife Shirley and their grinning family members. He was immediately pinned with his nametag for the evening, and below his name were the words, "Godfather USCGR."

From the minute he stepped inside the doors of the elegant stone building, the captain became the belle of the ball, shaking hands and receiving introductions, meeting old friends and making new ones. Though the din in the lobby made it hard for him to hear occasionally, Shirley remained at his side, clarifying the introductions and memorizing names.

Five stories above, the crowd of current and retired officers of all branches of service gathered. The captain was awed to meet the officers in roles he'd helped to establish or retain, including the Director of Reserve Adm. Scott McKinley, whose position Handy had lobbied for in a testimony before Congress in 1951, and the Chief of the Office of Reserve Affairs Capt. Bill Csisar, whose predecessors had called Handy when the fate of the Reserve seemed dire. None of these words were spoken, however, and gratitude flowed both ways across the handshakes.

The evening began with the commemoration of the 50th anniversary of the Minuteman Building, which is the Reserve Officers Association headquarters. After the reading of a short history of the building and congratulatory remarks that would be added to the congressional record, Coast Guard Commandant Adm. Paul Zukunft began his remarks.

He mentioned that the Reserve had two fathers: Adm. Russell Waeshe, the founder of the Reserve in World War II, and Adm. Merlin O'Neill, the commandant who reinvigorated the Reserve by refocusing its missions.

"But at the end of the day we only had one guardian angel."

"He had great financial acumen," said Zukunft. "He understood that what drives this nation's economy in peacetime and wartime was our ports and securing those ports."

Midway through his remarks, the commandant looked over



Commandant Adm. Paul Zukunft, Captain Walter Handy and wife Shirley Handy at his 100th birthday celebration held at the ROA building, March 19.

Photo by Petty Officer 1st Class Patrick Kelley

at Handy and joked that the centenarian "doesn't look one day over 100 – even though he turned 100 yesterday."

Though the rest of the room stood, Walter sat with Shirley, glowing in the accolades and appreciation. The couple, whose arms remained linked for the evening, smiled and laughed as the commandant teased Walter about his penchant for doing Coast Guard business on "Treasury time" at his old job in the middle decades of the previous century. He even thanked daughters Jean and Carol for their support of their father's careers.

"[Handy] really lived two complete lives," said Zukunft. "It's not unlike all our reserve officers: our citizen servicemen who give 100 percent to the service, even though they have full-time occupations at the same time. And if you want to know what service before self is, talk to a reserve officer. Talk to a reserve petty officer. Airman, Marine—it doesn't matter. They make those personal sacrifices along the way."

The commandant closed by toasting the captain.

"Here is that first challenger that challenged the status quo. That has made us the best Coast Guard—and yes, we have the best Army, the best Air Force, Navy, Marine Corps... and we have the best Coast Guard on the face of the planet, because we have the best people. And it all begins with our guardian angel, Capt. Walter Handy. Walter, I thank you."

Retirement List

RET-1 (With Pay)

JUNE 2016

MK2 Terry Hosmer

DECEMBER 2017

DC1 Roger Hopkins

AET3 Michael Cook

FEBRUARY 2018

CAPT Jeffrey G. Anderson

CAPT David Martin

CDR Michael Aholt

CDR Bruce Walker

LCDR Olen Roberts

LT Marco Espinosa

CWO Edwin Perez

BMCS Grayden Dyke

ETC Donald Thomson

PSC Paul Dick

SKC John Murphy

MK1 Gregory Ockande

PS1 Mikel Daulton

SK1 Yvonne Goad

SK1 Charles Zearfoss

MARCH 2018

YNCM Steven Sennott

MKC Timothy Clark

OSC Robert Smith

YNC John Sheldon

YN1 Stephen Sheridan

APRIL 2018

FSC Michael Gallagher

RET-2 (Awaiting Pay)

FEBRUARY 2018

CDR Kenneth A. Baltz

CDR Michael J. McNeil

CDR Todd M. Spiala

LCDR Robert D. Mutto

LCDR Corey M. Thayer

ETCM Jeffrey Dougherty

BMC John J. Cadigan

MEC Mark A. Jarman

MSTC Michael H. Barfield

SKC Sheri L. McHugh

IV1 Allen A. Wastine

BM2 Christopher M. Cassano

EM2 James Conyers

MARCH 2018

LT Eric V. Brown

LT Todd M. Hegemier

BMCM Gregory A. Robertson

MKC Steven Marsh

CS1 Robert J. Dennis

BM2 Andrew Schiltz

MK2 Kenneth Stefandel

BM3 Scott N. Fitzgerald

— Compiled by

YNC Joseph R. McGonagle, USCGR (ret.)



Commandant Adm. Paul Zukunft, Capt. Walter Handy, and Rear Adm. Scott McKinley cut a birthday cake during Handy's 100th birthday celebration.

Photo courtesy of Henry Plimack

The captain nodded his thanks to the commandant and the room, which unleashed deafening applause.

Organizer and retired Coast Guard captain, Raphael Ortiz, led numerous presentations that began with the Admiral Alexander Jackson lifetime achievement award and ended with the cutting of Handy's 100th birthday cake. A line of people gathered to greet the captain and offer their thanks.

Ever humble, Handy said he appreciated the honor of receiving the award, named for one of ROA's great leaders and advocate for all reservists, but he said it was the work of many reservists that kept the Reserve functioning in a time when it looked as if the component would be disbanded.

"I am reaping the benefit of the contributions of many reservists throughout the country who have not been recognized," he said. "I am in effect 'the last man standing,' because at 100, I have outlived everybody who represented the reservists during that period."

Handy still believes that when he won the appropriations necessary for the Reserve, he was just doing his job. His humility was evident when he gave advice to the current generation of reservists: "...Be firm and tireless in your efforts to preserve and improve the Reserve that you will be responsible for passing on to future generations." ≈

— Story by RESERVIST Staff



A lapel pin ceremony was conducted at the Coast Guard Yard in Baltimore March 29, as part of the Coast Guard's Vietnam Veterans "12x12" recognition campaign.

Coast Guard Photo by Lt. Tracy Rainey

The Coast Guard honors our Vietnam War veterans

Submitted by Lt. Emily Brockway

Coast Guard personnel celebrated National Vietnam War Veterans Day March 29, honoring the men and women who sacrificed during the longest conflict in U.S. history.

Forty-five years ago on March 29, 1973, the U.S. withdrew from Vietnam, but respect for the service by our veterans was not rendered appropriately. According to the Department of Veterans Affairs, the U.S. loses an estimated 500 Vietnam veterans every day, many passing away before they receive the gratitude they deserve.

The Coast Guard partnered with the Vietnam War Commemoration Program to observe the 50th anniversary of the Vietnam War and to thank and honor veterans of the conflict for their service and sacrifice.

At the Coast Guard Yard in Baltimore March 29, the second annual National Vietnam War Veterans Day, a lapel pin ceremony was conducted as part of the Coast Guard's "12 X 12" campaign. In 2018, ceremonies like this one will be held around the country to honor all Vietnam veterans. These ceremonies will continue annually up to the 50th anniversary of the Vietnam War in 2025.

Additional events honoring Vietnam War veterans are planned for Sector Coos Bay, Ore., Base Miami, Sector Houston-Galveston, and on the CGC Active. For more information on these and future events, please call Lt. Emily Brockway at Emily.H.Brockway@uscg.mil or (202) 372-4641.



USCG Headquarters
Governmental & Public Affairs
Office of External Outreach & Heritage, CG-0923

Vietnam Veteran Recognition Program 12 x 12 Campaign

March 29, 2018, marks the first observance of National Vietnam War Veterans Day.

Approximately 500 Vietnam veterans pass away everyday, many before they can finally be thanked and welcomed home.

The 12 x 12 Campaign mobilizes Coast Guard units to participate and thank Vietnam veterans for their service, and host dignified events to present Vietnam Veteran Lapel Pins as a token of our nation's enduring gratitude.

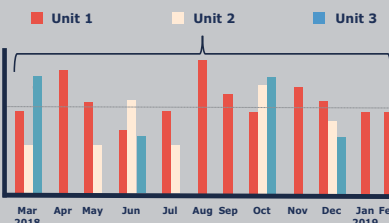
The 12 x 12 Campaign is ...



(Active, Reserve, Auxiliary)

1200 vets

(*100 vets @ each unit/per event, or more!)



12 months

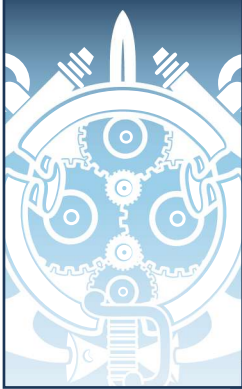
Mar 2018 CG Yard Baltimore, MD	Apr 2018 FLORIDA?	May 2018 ALASKA?
Jun 2018 OHIO?	Jul 2018 MASS.?	Aug 2018 MICHIGAN?
Sep 2018 HAWAII?	Oct 2018 CALIF.?	Nov 2018 MISSOURI?
Dec 2018 PUERTO RICO?	Jan 2019 FLORIDA?	Feb 2019 WASH. ST.?

(Mar 2018 - Feb 2019, and beyond)

Visit www.history.uscg.mil/commemorations/Vietnam to volunteer to host an event or find past events and planning guides. Resources are available to assist with event ideas, materials requests, and coordination with Coast Guard partners.

Contact the Vietnam War Commemoration Office POC for more info:
LT Emily Brockway; Emily.h.Brockway@uscg.mil; 202-372-4641





Hurricane Season 2018: Top 10 Readiness Recommendations

We're just a month away from what's predicted to be another wild hurricane season. It feels like we hardly recovered from the last one, yet, as an organization, we're taking the lessons learned and making ourselves stronger.

If we've learned anything from the response to the 2017 hurricanes, it's that members can be the victim and/or the responder at any time, and the only thing we can control is our readiness.

In 2016, Lt. Gen. Rex C. McMillian, commander of Marine Forces Reserve, said, "Always consider your next drill as the last one you get before you are activated and deployed."

Excellent advice. Whether you're active duty or in the Reserve, readiness affects us all.

We put out our Top 10 Readiness Recommendations last year, and with the start of the 2018 hurricane just weeks away, it's time to get yourself prepared. Again.

#1. Get official orders before deploying:

Work with your command to make sure your travel is official. This protects you in the event of an accident. This is especially relevant for reservists who may have their benefits impacted if traveling in a non-duty status without orders.

#2. Have a plan:

Are you a dual service family where both parents may be deployed at the same time? Are you the primary care giver of an elderly parent? Ensure you have a plan in place for your children, pets and home while you're away.

#3. Be ready to pay the right way:

Everyone should have a government travel credit card in a safe place, for government travel purposes only. Keep receipts and file travel claims within five business days of arriving home.

#4. Know your ombudsman:

Does your family know where to get support when you are deployed? Make note of your command's ombudsman, and don't be afraid to reach out before you need help, if only to say hello. When your family is cared for, you can focus on the job.

#5. Update your personal records:

Ensure your documents are in a safe place and where your family can get access to them. Does your spouse need a Power of Attorney to act on your behalf while you're deployed? Reservists can obtain this free through the Coast Guard legal office if they do it while on ADT (two weeks of active duty).

#6. Secure your community obligations:

Do you coach a team? Do you lead scouts? Do you serve within groups in your community (religious, business, sports)? Let your community know you may be deployed so they can be fully prepared as well.

#7. Dust off that sea bag:

Make sure you have the right uniform for deployment. Anticipate not having access to laundry for a week or two, and bring what you need. Need uniforms? Try out the Uniform Distribution Center's online ordering here:
<https://shopcgx.com/uniforms/>.

#8. Check the status of your gear:

Is your go-bag ready? Make sure you bring any service-issued gear or materials required to do your job. Is your personal protective equipment (PPE) up to date and readily available? NOW is the time to address equipment needs!

#9. Get in the green:

Have you met your individual medical requirements? Contact your command to let them know of any issues as soon as you can. Have a supply of necessities on hand before you depart (prescription medications, contact solution, etc.), especially since you may deploy to a hard-hit disaster area.

#10. Reservists, talk to your employers:

Does your boss know your obligations as a reservist? Understand your protections under the Uniformed Services Employment and Reemployment Rights Act of 1994 (USERRA) so you can return to your job smoothly. <http://www.esgr.mil/USERRA/What-is-USERRA>.



Direct Access Upgrade

Direct Access has been updated! Functionality is the same, but new features will provide a more customized and simplified user experience. Work centers, custom notifications and improved navigation features are just a few of the new capabilities that were part of the May upgrade.

Highlights:

- * **New URL for security purposes, providing an extra layer of security for your data.**
- * **Unified Header**
- * **Cleaner Look**
- * **Work Centers:** *The new mini homepages let you do all your work for key functions in one area without returning to the homepage.*
- * **Navigation Features:** *"Add to Favorites" and "Last Five Places Visited"*

No changes were made to personal data, and all previous features are still present. Access updated user guides and tutorials at <https://www.dcms.uscg.mil/ppc/da>.

Command Reserve Gold and Silver Badge positions for AY18:



Master Chief Petty Officer of the Coast Guard Reserve

MCPO George M. Williamson, Jr. Commandant



Reserve Gold Badge:

MCPO Robert J. Pasqua	LANTAREA
MCPO Timothy A. Beard	PACAREA
MCPO Raushan R. Morris	Coast Guard District ONE
MCPO Janine M. Tschantz-Hahn	Coast Guard District SEVEN
MCPO James R. Wood	Coast Guard District EIGHT
MCPO Ryan G. Hooper	Coast Guard District THIRTEEN



Reserve Silver Badge:

MCPO Michael J. Rosati	SECTOR Delaware Bay
MCPO Melissa A. Sharer	SECTOR Corpus Christi
MCPO Michael S. Sawyer	PSU 308
MCPO Lonnie J. Evans	SECTOR Houston/Galveston
MCPO Dana E. Morrison	SECTOR Northern New England



SCPO Glenn G. Delmendo
SCPO Abigail R. Scrocco
SCPO Jeffrey G. Wildes

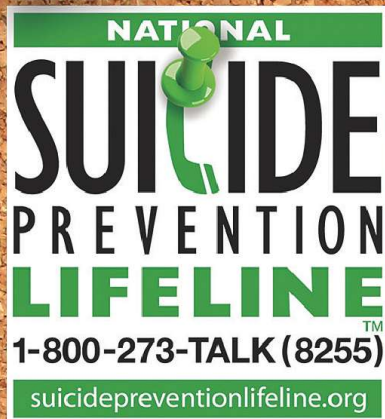
SECTOR Los Angeles/ Long Beach
SECTOR North Carolina
PSU 313



CPO Daniel F. College

SECTOR Saint Petersburg

Bulletin Board



PSU 305 Receives DoD Readiness Award

The Honorable Robert Wilkie, under secretary of defense for personnel and readiness, presented the Department of Defense Reserve Family Readiness Award to Port Security Unit 305. From left: Lt. Gen. Dana Atkins (Military Officers of America president, Master Chief Petty Officer Eric Johnson, Petty Officer 3rd Class Edward Finn, Diana Ojibway (PSU 305 Ombudsman), Petty Officer 1st Class Danny Ojibway, Wilkie, Lt. Jennifer Wong-Reiss, Cmdr. Michael McCarthy (PSU 305 CO), Capt. Gregory Stump, Mrs. Stump, Lt. Cmdr. John Massingill, Senior Chief Petty Officer Eric Engles, Petty Officer 1st Class Matthew Ott.

Coast Guard by Petty Officer 1st Class Emaia Rise

WE WANT YOU!

The Coast Guard Ball Committee is pleased to announce that the

2018 Coast Guard Ball will be held Sept. 29 from 5 - 11:45pm at the Marriott Washington Wardman Park in Washington, D.C.

The committee requests volunteers within the immediate area, including a volunteer to act as the evening's emcee.

For information visit: www.CoastGuardBall.com.

Questions:
HQS-SMB-CGBallCommittee@uscg.mil
or by calling Ens. Rachel Johnson at 571-557-6910.



PA1 Emaia Rise
Social Media
Coordinator

Submit Content to:
USCGR1313@gmail.com

THE COAST GUARD LADY

LOIS BOUTON, Honorary Chief Petty Officer, USCG

1616 S 16th St
Rogers, AR 72758-5712
May 2018

Dear Reservists,

It would be nice if I could write to each of you but even before my two strokes, it would have been impossible. My sight isn't very good and I have to use a magnifying glass a lot. A friend gave me a big lighted one.

You may have seen a picture of the beautiful quilt that Lt Tiffany Berry made and gave to me. She is at the Training Center in Yorktown, VA. It is made of cast-off Army patches that were left in the tailor shop when Coasties advanced to higher rates.

I didn't know what a lot of the newer rates were so was glad to have the pull out center fold from a recent Reservist Magazine to refer to.

Semper Paratibis,
Lois Bouton

The Coast Guard Lady

TO CHANGE YOUR MAILING ADDRESS:

Selected Reservists:

Please use Direct Access
<https://portal.direct-access.us>
or send your address change to your unit Servicing Personnel Office.

Individual Ready Reservists:

Contact the IRR Personnel Support Unit:

Email:
ARL-PF-CGPSC-rpm-3-Query@uscg.mil

Website:
<http://www.dcms.uscg.mil/Our-Organization/Assistant-Commandant-for-Human-Resources-CG-1/Personnel-Service-Center-PSC/Reserve-Personnel-Management-PSC-RPM/RPM-3/Individual-Ready-Reserve-IRR/>

Mail:
Commander (rpm-3)
U.S. Coast Guard
Personnel Service Center
2703 MLK Jr. Ave SE Stop 7200
Washington, DC 20593-7200

Retired Reservists:

Contact Personnel Service Center (ras) at:
ppc-dg-ras@uscg.mil
Direct Access
or use self-service:
<http://www.dcms.uscg.mil/ppc/ras/>
or call 1-800-772-8724.



The Newest Director of Reserve

Captain Matthew Sibley has his shoulder boards changed by his sons, Alex and Ryan, to Rear Admiral at a frocking ceremony at Coast Guard Headquarters, May 22. Sibley replaces Rear Adm. Scottt McKinley as the Acting Director of Reserve and Military Personnel.

Photo by Petty Officer 1st Class Emaia Rise



District Nine Reserve Command presents EPOY

Petty Officer 2nd Class Reynard Ramos was presented the Sector Buffalo Reserve Enlisted Person of the Year Award during a unit visit by the District Nine Reserve Command. Petty Officer 2nd Class Ramos is a valuable member of the Sector Administrative Office and provided superb support to both the Active Duty and Reserve members during gaps in staffing.

Photo by Petty Officer 1st Class James Johnson



Station Oak Island conducts Helo Ops

Station Oak Island, N.C. conducts helicopter training operations with an Air Station Elizabeth City, N.C. flight crew during ADT drills, April 14.

Photo courtesy by LtJg. Jessaca Tull

CGR EPLOs Prepare the Watch

Coast Guard reserve emergency preparedness liaison officers (EPLOs) gathered March 18 for the Joint Defense Support of Civil Authorities Preparedness Workshop, "Preparing the Watch." Military and civilian representatives from all armed forces attended. Pictured are Cmdr. Eric Martenson, Capt. Carol McAllister, Cmdr. Gerald Kirchoff, Cmdr. Paul Rooney, Capt. Matthew Stuck, Cmdr. Gerald Thornton, Cmdr. David Nguyen, Lt. Cmdr. Jon Bernhardt, Lt. Cmdr. John Livingston, Cmdr. Jason Hall, Lt. Cmdr. Erin Christensen, Mr. Freddie Bizzell, Mr. Forest Willis, Lt. Cmdr. Michael Jarbeau, Cmdr. Oscar Blythe, Lt. Cmdr. Todd Remusat, Cmdr. Jeffrey Engel, Capt. Thomas Martin, Lt. Cmdr. Nicolas Frieden, Capt. Franklin Schaefer, Cmdr. Greg Duncan, Lt. Cmdr. Mia Tidden and Cmdr. Heather Osburn.

Photo courtesy of Lt. Cmdr. Mia Tidden





Miami's reservists provide support to Fort Lauderdale's Fleet Week

In April, as part of Fort Lauderdale's 2018 Fleet Week/Broward Navy Days, Coast Guard Sector Miami welcomed the USS *Kearsarge*, the USS *Detroit*, and Coast Guard Cutters *Confidence*, *Robert Yered* and *Willow*. The public had the opportunity to tour the vessels, with many of the events being free and open to the public. According to Broward Navy Days, more than 30,000 people tried to sign up within the first hour for tours, and the list quickly closed. More than 2,000 South Florida students, residents and veterans were able to tour the visiting Navy and Coast Guard ships. Vessel tours had to be reserved well in advance with each visitor undergoing a security clearance.

Sector Miami's reservists provided Fleet Week support, acting as liaisons between Naval, Marine, Coast Guard and civilian law enforcement counterparts throughout the entire week. Lt. Marco Rodriguez, Lt. Eileen Tomasiak and Chief Warrant Officer 4 Darrick Waller assisted the Department of Homeland Security and Navy Criminal Investigative Service with locating foreign language speakers, aided vessel commanders as needed, and coordinated senior officials' visits with local law enforcement. All three reservists have full-time careers in federal and state law enforcement, which aided the command center in advising their active duty and civilian law enforcement counterparts.

— Story and Photo by Lt. Eileen Tomasiak



Boating and Drinking Don't Mix
BUI: DON'T BE THAT GUY!



Sector Hampton Roads and Base Portsmouth conduct joint Reserve All Hands

Sector Hampton Roads and Base Portsmouth conducted a joint Reserve All Hands April 21. Pictured are the Sector Hampton Roads reservists. The photo was taken using a drone piloted by Capt. Kevin Carroll, Deputy Sector Commander.

Photo courtesy of Capt. Kevin Carroll

EPOY/REPOY Dinner Held in North Carolina

Sector North Carolina held its annual Enlisted Person of the Year Dinner, hosted by the Crystal Coast Chief Petty Officers Association March 9 at the Jacksonville USO. Petty Officer 1st Class Michael Webb, from Coast Guard Station Wrightsville Beach, N.C., was recognized as the Sector North Carolina reserve enlisted person of the year. Pictured from left: Master Chief Petty Officers Michael Freeman and Doug Gilmer, Webb, Senior Chief Petty Officer Rainey Scrocco and Lt. j.g. Jessica Tull.

Photo courtesy of Lt. j.g. Jessica Tull



D14 awards REPOY to Guam reservist

Rear Adm. Vincent Atkins, commander of the Coast Guard 14th District and Master Chief Petty Officer Edward Lewis, command master chief for the Coast Guard 14th District, recognize Petty Officer 1st Class Mark G. Camacho as the 14th Coast Guard District's reserve enlisted person of the year at an awards banquet at Joint Base Pearl Harbor-Hickam, April 6. Comacho, a maritime enforcement specialist at Coast Guard Station Apra Harbor, Guam, received the award for his exemplary performance.

Photo by David C. Livingston

D8 units work on ICS quals

Coast Guard active, reserve and auxiliary personnel completed a two day functional exercise March 10 – 11, which combined participants, observers and coaches from units including Sector Upper Mississippi River, Sector Lower Mississippi River, Base Detachment St. Louis, Base New Orleans and several Auxiliary flotillas. More than 60 participants contributed to the simulated incident command post, including boat forces, command center personnel, and plan reviewers. More than two dozen members made significant progress toward achieving ICS qualifications, including at least four who completed all requirements and were awaiting boards. This exercise also served as a strong test of the Coast Guard Atlantic Area's continuity of operations plan.

Photo courtesy of Cmdr. Kevin Tyrrell



Ready for the next gig

Capt. Andrew Sugimoto, chief of staff for the Eighth Coast Guard District, reenlists Master Chief Petty Officer Joe Pasqua May 1. Pasqua will assume the role of reserve command master chief (gold badge) for Coast Guard Atlantic Area in June.

Photo by Petty Officer 3rd Class Alexandria Preston

Advancement and a LOC

Petty Officer 2nd Class Michael Gould of Port Security Unit 311 was pinned by Petty Officer 1st Class Ryan Huffman, and Petty Officer 1st Class Machael Hawley at a recent ceremony. Huffman also received the Commandant's Letter of Commendation Ribbon for his recruiting efforts.

Photo courtesy of Petty Officer 2nd Class Michael Gould





Capt. Walter Handy's 100th Birthday Celebration

The Office of Reserve Affairs attends the 100th birthday celebration and award presentation for Capt. Walter Handy at ROA Headquarters in Washington, D.C. Left to right: Chief Warrant Officer Anastasia M. Devlin, Lt. Raquel K. Brown, Rear Adm. Scott McKinley, Adm. Paul Zukunft, Cmdr. Alexander C. Foos, Capt. William Csisar, Lt. Scooter McKnight, Petty Officer 1st Class Emaia M. Rise

Photo by Petty Officer 1st Class Patrick Kelley

Capt. Nauert retires after 29 years

Rear Adm. Scott McKinley, the Coast Guard's Director of Reserve and Military Personnel, presided at Capt. Jerry Nauert's retirement April 14 after 29 years of service. The ceremony was held aboard the 100-year-old paddle wheeled steamboat, the Belle of Louisville, in Louisville, Ky.

Photo courtesy of Capt. Jerry Nauert



Eagles on Eagle

Rear Adm. Scott McKinley, the Coast Guard's Director of Reserve and Military Personnel, sponsored Officer Candidate School 02-18 and Basic Officer Training Class 131 at the Coast Guard Academy. McKinley spent time with members of both classes underway on the Coast Guard Cutter Eagle April 4.

Photo by Cathy McKinley.

AWARDS

Editor's note: Send your unit's names and awards (no citation needed) to TheReservist@uscg.mil.



Defense Meritorious Service Medal

CDR Michael McCarthy



Joint Service Commendation Medal

LCDR Frederick Merritt



Coast Guard Commendation Medal

LCDR John Massingill
LCDR Patrick Hanley
LT Jennifer Wong-Reiss
YNC Laura Dovico
YN1 Rhonda Eady
MK1 Ryan Swartz
BM3 Katrina Aronoff



Coast Guard Unit Commendation

Port Security Unit 305



Coast Guard Achievement Medal

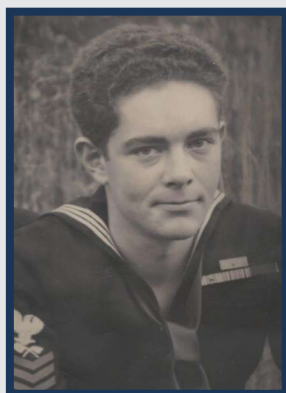
LT Erin Giblon
LT Stonie Carlson
LT Elizabeth Montesnation
CWO Ayla Benavides
YNC Katharine Bolles
BMC Kirstin MacLean
EM1 Victor Pavone
YN2 Angela Vinson
EM3 Kevin Henderson



Commandant's Letter of Commendation:

BMC Lawton
ME1 Eric Roberts
BM1 Thomas Carroll

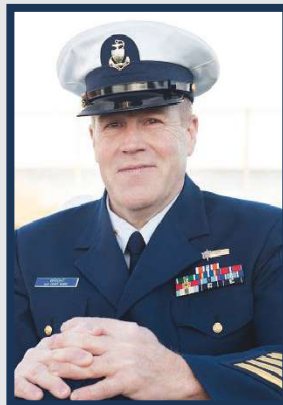
TAPS



Cmdr. Alvin Elias Waldron, Jr., USCGR, 94, of Roswell, Ga., passed away Nov. 22, 2017. In addition to his parents and wife of 59 years, Helen, Alvin is predeceased by five sisters: Dolores, Doris, Betty, Mary Ann, and Jeanne. He is survived by sons Michael, Franklin and William, and their respective spouses, as well as many grandchildren, great-grandchildren, nieces, nephews, grand-nieces and grand-nephews.

He was born May 22, 1923 in Atlanta and enlisted in the Navy in 1940. He served in World War II in the Asiatic and Pacific theaters. After the war, he continued to serve in the Navy, Navy Reserve and Coast Guard Reserve until retiring in 1983.

The commander spent much of his professional life as a certified public accountant, establishing his own business shortly after graduating with an accounting degree in 1952 from University of Georgia, Atlanta Division (later to become Georgia State University). He was active in his church and on the golf course, and he enjoyed traveling the world with his wife.



Chief Petty Officer John Paul Wright, 52, USCGR, of Unionville, Va., passed away Monday, Mar. 4. He was born April 18, 1966. Chief Wright, a marine science technician, joined the Coast Guard in 1989, and he served in Incident Management Division of Sector Hampton Roads, Va.

He was a teacher who has just started working as an eighth-grade science teacher at Locust Grove Middle School at the start of the current school year. Previously, Chief Wright taught at Orange County High School since 2012. In addition to being a science teacher, he was also a coach in both soccer and track.

Chief will be remembered by his shipmates as a consummate and dedicated reservist. He was both a technical expert and a teacher committed to encouraging the next generation to succeed.

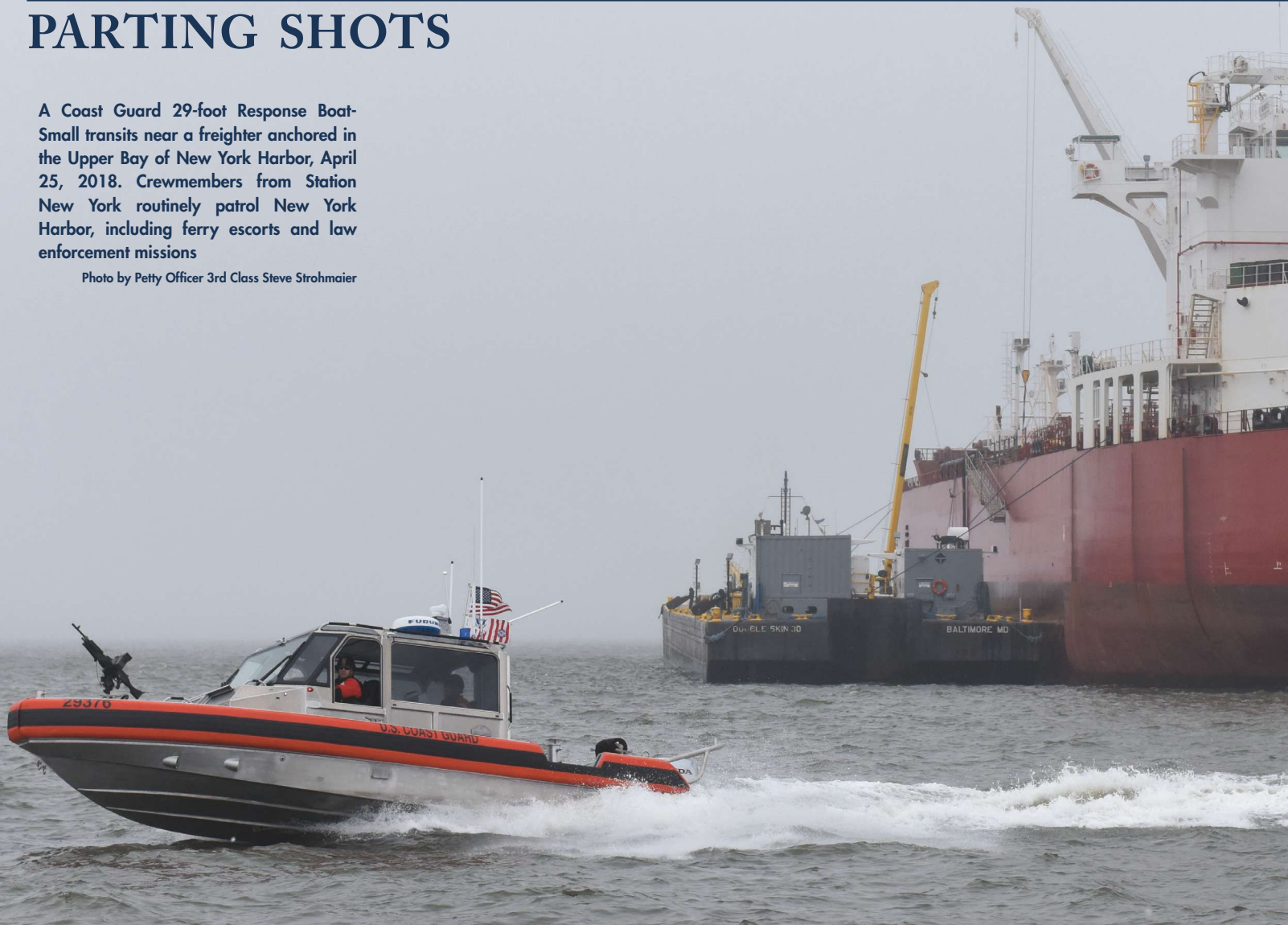
His wife, Laura, said, "John loved serving with each and every one of his shipmates."

He will be missed by his family, friends, students and fellow Coast Guardsmen.

PARTING SHOTS

A Coast Guard 29-foot Response Boat-Small transits near a freighter anchored in the Upper Bay of New York Harbor, April 25, 2018. Crewmembers from Station New York routinely patrol New York Harbor, including ferry escorts and law enforcement missions

Photo by Petty Officer 3rd Class Steve Strohmaier



Coast Guard Petty Officer 1st Class Joshua Clabby (left) and Petty Officer 2nd Class Michael Reklis (right) sit with their canine partners Strike (left) and Ali (right), from the Canine Explosive Detection Team at Maritime Safety and Security Team Kings Bay, before conducting hoist training Mar. 29, in Jacksonville, Florida. Strike and Ali are trained to detect explosives on suspicious vessels offshore.

Photo by Petty Officer 3rd Class
Ryan Dickinson



The reserve members of Coast Guard Station Eatons Neck, N.Y. gather for an all hands weekend and uniform inspection.

Photo courtesy of Senior Chief Petty Officer Tony Martinez

Coast Guard Cutter *Resolute* crewmembers offload approximately 1 ton of marijuana worth an estimated \$2.2 million wholesale value, in St. Petersburg, Florida, Tuesday, May 8, 2018. The crew aboard the 210-foot Reliance-class cutter, homeported in St. Petersburg, interdicted two suspected drug smuggling vessels and detained seven suspected drug smugglers in the Caribbean Sea with the assistance of Customs and Border Patrol as part of Operation Riptide.

Photo by Petty Officer 2nd Class
Ashley J. Johnson



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